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Hongkong Daily Press.

ESTABLISHED 1857

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No. 14,894, 號四十九百八千四萬一第 日十初月二十年壹十緒光 HONGKONG, THURSDAY, JANUARY 4TH, 1906. 四拜禮 號四月正年六零百九千一英港香 PRICE, \$3 PER MONTH.



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Hongkong, 1st October, 1905. [a2771]

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Hongkong, 17th May, 1905. [122]

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[a134]

Hongkong, 1st January, 1906

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URING JANUARY ALL CARPETS WILL BE MADE AND
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Hongkong, 20th December, 1905. [a133]

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Hongkong, 27th May, 1905. [a1365]

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A MONTHLY ILLUSTRATED MAGAZINE.

OPINIONS OF THE PRESS.

"Everyone is bound to appreciate the departure from the stereotyped customs which this magazine presents... its pages are bright without being gaudy... its articles are crisp, original, and well written... its illustrations are artistic and enhance the value of the journal."—*Hongkong Daily Press*, 27th October, 1905.

"The praise which we gave to the first number of the COSMOPOLITAN may honestly be repeated in reference to the second number... There is something very attractive in the unity which pervades the magazine through its being a one-man affair, and that one man being such an acute student of passing events and wielding such a vigorous pen."—*N. C. Daily News*, 30th October, 1905.

"The many articles are well and brightly written... there should be little doubt of success."—*Shanghai Times*, 26th September, 1905.

"Though the language of the staff is not English, the English of the COSMOPOLITAN, idiomatically and grammatically, is irreproachable."—*China Gazette*, 22nd September, 1905.

"Among these are 'The Art of Eating,' a witty and observant discourse on modern table manners... It is certainly a heterogeneous collection of wit and wisdom, but it is the ideal of a Far Eastern magazine, for it will solve the over-spirited or brighten the gloomy, just as the spirit moves the reader... Taken all altogether, THE COSMOPOLITAN is brightly written, up-to-date, and entirely interesting."—*Hongkong Telegraph*, 29th September, 1905.

"Le champ d'observation de notre nouveau confrère est si vaste que nous croyons que la 'copie' ne lui manquera pas, et nous lui souhaitons tout le succès désirable."—*L'Echo de Chine*, 20th September, 1905.

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In a few months the magazine will be written for subscribers only, and you will not be able to buy single copies.

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SUBSCRIPTION.—\$6.00 for six months plus 10 cents postage. Subscribers joining now may still get back numbers from September, but as we have only 81 copies left for September and 52 for October it will be necessary to apply at once to—

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Address

Hongkong, 12th December, 1905. [a2803]

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Hongkong, 16th August, 1905. [1905]

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Try HAIG & HAIG'S WHISKIES; pure, mellow matured, non-smoky, delicate flavor.
Once tried, preferred to all others. Sole Agents for Hongkong:

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a1566-2]

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Dining accommodation for 300 persons.

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Every Comfort.

Ladies' Afternoon Tea Rooms.

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Ladies' Afternoon Tea-Rooms.

Private Bar and Billiard-Rooms.

Hot and Cold Water throughout.

Electrically Lighted. Electric Fans (if
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Table D'Hôte at separate tables.

For Terms, &c., apply to the—

MANAGER.
Hongkong, 24th July, 1905. [a2410]

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(HOTEL-SANITARIUM OF SOUTH
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MACAO.

HAS been re-opened, under European

management and most strict supervision

as to food, cleanliness and hygiene of the place.

All comforts of a home.

A most pleasant retreat for those desirous of
a few days rest and quiet.

Comfortable accommodation for travellers
paying a visit to the historical and picturesque
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Macao is 40 miles south-west of Hongkong
One steamer (s.s. *Heungshan*), daily to and
from Hongkong, and two steamers to and from
Canton, give easy communication with both
these centres.

Cable Address—"BOAVISTA."

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a241 THE MANAGER.

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SHERRY, WHITE CAPSULE... 13.50
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SEAL CAPSULE... 16.00
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DRY, VERY FINEST QUALITY
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Only communications relating to the news column
should be addressed to the Editor.
Correspondents must forward their names and ad-
dresses with communications addressed to the Editor,
not for publication, but as evidence of good faith.
All letters for publication should be written on
one side of the paper only.
No anonymous signed communications that have
already appeared in other papers will be inserted.
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HONGKONG OFFICE: 19A, DES VŒUX ROAD C.
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, JANUARY 4th, 1906.

The Shanghai Tactai, writing to the
Senior Consul, there to explain the arrange-
ments for re-opening the Mixed Court,
noted that SILAS WENG as a Chinese
official may. If he did not eventually drop
into poetry, he burst into eloquence, as he
enlightened the barbarous foreign official's
ignorance concerning law and order.
Perhaps the Senior Consul would not
quarrel with His Excellency's dictum that
as a judicial tribunal stands for law and
order in a community, the continued
closing of the Mixed Court must involve
an absence in Shanghai of law and order.
A Senior Consul does not advance
laboured argument to meet a chaplain. He
must, however, have raised his eyebrows
when he read a passage referring to the
"same" in the Mixed Court on December
12, which was, the Tactai wrote, "a thing
altogether unseemly and unbecoming the
dignity which ought to be maintained in
such a place." The "what ought to be" and
the "what is" often fail to compare
in this world; and those who know the
tribunal in question will wonder just where
the desiderated dignity has ever been
permitted to discover itself. The noises
heard when approaching the Mixed Court
in session are something like the noise that
comes from a school playground. Inside the
scene affords absolutely no sense of what the
foreign observer understands by dignity.
On a low dais in the middle of a singularly
neglected and dirty hall, the Chinese Magis-
trate and Foreign Assessor sit, side by side,

at a desk. The floor space immediately in
front of them is lined on two sides by a much
mixed Chinese crowd, of runners, informers,
prisoners' friends, and spectators—noisy,
ragged, and malodorous. The British As-
sessor, shivering in a great coat (our
observations relate to a session in the first
quarter of the year) is the only semi-isolated
figure in the room; his Chinese colleague,
clad in heavy furs, bespectacled and be-
buttoned, looks like an over-ripe peach
clustered with intoxicated wasps. Chinese
runners, very much out of uniform, their
costumes about as variegated and picturesque
as those of a gang of coolies, stand on the
left of his robe, so to speak, leaning over his
shoulder, brandishing indicatory fingers at
the approaching prisoners, even turning
over the papers on the magisterial desk.
Also, they shout. The clamour is terrible.
The prisoners, say three desperadoes from
the suburbs, in chains, are dragged in by
the queues, and made to kneel. After
bumping their foreheads on the floor, while
the crowd presses closer and almost hides
them from view in efforts to scan their
faces, the men raise hands towards the
magistrate, and shriek their protestations
of innocence. A jerk at the queues,
and a sly kick, subdues them to
momentary silence. The Magistrate, who
has glanced at the papers, and made a
verbal hieroglyphic on the margin, half-
rises. He blows, positively blows, some-
thing at the prisoners. The chorus ceases
as before, including a running commentary
by the gang hanging to His Excellency's
elbow. A witness is heard, or is presumably
heard, it is impossible to feel sure; and
a ragged woman in the crowd rails at both
him and the magistrate. "She is hustled out,"
shrieking. Arranger lights a cigarette from
the glowing flag obligingly held by a
colleague. The British Assessor, toying
with a fountain pen, murmurs something
to the Magistrate. A foreign policeman
murmurs to the Assessor. The Magistrate,
rattling so as to be heard above renewed
clamour, sinks back again into his seat, and
rolls his brush on the ink-slab. Another
case follows, and so on, *ad nauseam*, and (study-
ing the expression on the Assessor's face),
apparently *ad nauseam*. The affair of
December 12 must indeed have been some-
thing altogether unusual to be described as
"a thing altogether unseemly and unbecom-
ing the dignity which ought to be
maintained in such a place."

The German Mail of the 6th December was
delivered in London on the 2nd inst.

Foreigners are no longer to be admitted to
view Chinese forts, as formerly.

Peking was kept informed of the progress of
recent events at Shanghai by over two hundred
telegrams.

All American kerosene oil godowns along the
Yangtze (fairly numerous by now) have to
be removed, as not allowed by Treaty.

The period for Chinese Ministers abroad will
not in future be limited to three years, but if
they are suitable they will remain longer.

The Japanese South-China Squadron, it
appears, was only recently organised, and
consists of the cruisers "Takachibō" and "Chi-
tose" and the gunboats "Ujima" and "Sumida."
Rear-Admiral Taketomi is in command.

The Chinese Minister to Washington tele-
graphed to the Waiwupu stating that, with
regard to the recent missionary massacre at
Lienchow, the American missionary societies
in the United States had promised not to
demand indemnity for the outrage. Later
information indicates that somebody put in a
claim.

An investigation of considerable public
interest is stated to be taking place in New
Zealand, regarding an alleged improper payment
of £70 to Captain Seddon, son of the Premier.
The accusation was made by a member of the
legislature, and the matter, after an inquiry by
the Auditor-General which failed to trace the
payment, is being again investigated by a com-
mittee. It is probable that the Premier himself
will be put in the witness-box.

Under the auspices of the Union Church
Literary Club, and in aid of the Piano Fund
connected with the Church, a concert will be
given this evening (Thursday) at 9 p.m., to be
followed by a "Trial by Jury" (Pickwick v.
Bardell), adapted from "Pickwick Papers." The
admission is \$1, and the committee are
hoping to get a good audience. They have been
preparing this for some time and are anxious to
see a large number present. The entertainment
is open to all.

Seventeen racing ponies arrived here yester-
day per the *Hang Sang* for private owners.

H. E. Tseng Kuang-shuan, lately Minister
to Corea, has been appointed Secretary to the
Waiwupu.

The Amateur Dramatic Club announce a per-
formance of "The New Boy," a farcical play in
three acts, on the 12th, 13th and 14th inst.

A fancy dress ball was given at Government
House last night, and proved a distinct success,
the costumes revealing a pleasing variety and
originality.

On Dec. 29, the shaft of the Uhemura Colliery,
in the Asa district, Yamaguchi prefecture,
Japan, collapsed and the mine was flooded. It
is reported that 207 men were at work in the
mine when the disaster occurred, but the exact
loss of life is at present not known.

The Hongkong Jockey Club by an advertise-
ment in to-day's issue announce that the
date of the Race Meeting has been altered.
The meeting is to take place on the 12th, 13th
and 14th of February, and entries close on the
20th inst. We understand that the date has
been altered to correspond with the visit to
the Colony of Prince Arthur of Connaught.

The Old Voluntary Society is "at home" to
the public of Hongkong this afternoon, at the
City Hall, when Mr. Oliver Bainbridge, F.S.A.,
F.R.G.S., will talk about "Native Life and
Customs in the Southern Seas." The members
of the society want to begin the new year well
by offering a cordial welcome to many non-
members as possible. The lecture is sure to be
interesting.

A good story is told by the Pechow corres-
pondent of the N. C. D. Y. in regard to the
way nominal Christians (Chinese) trade on
their calling. During the summer of last year
a *pride*, who had been baptised there, refused to
do something in which there was no violation
of any Christian principle, because he was a
Christian. The official was about to beat him
for contempt of Court and he demurred saying,
"I am a Christian." The official replied, "I
am not beating the *Fu Yin* part of you,
but my *pride* part," and gave him a good
beating.

The *Japan Chronicle* remarks:—They do these
things better in Japan. At Yokohama a gen-
tleman has been advocating the purchase of
Japanese ponies, just returned from the war, for
racing purposes. Just fancy anybody saying
such a thing of the remnants of a certain friendly
nation that had a little war three or four years
ago! These feeble animals, torn from the
kneekers' ruthless hands, were hardly able to
support themselves upon their legs—and some
had four. But these Japanese ponies, according
to the speaker above referred to, are the equal
for racing purposes of more expensive China
ponies, and are being sold at from ¥50 to ¥60
each.

By kind permission of Lt.-Col. Atkin and
Officers, the band of the 19th Infantry will
play the following programme of music at the
King Edward Hotel during dinner, this (Thurs-
day) evening:

- March—"Right Left"..... Sousa
- Overture—"William Tell"..... Rossini
- Waltz—"The River of Years"..... Liddell
- Selection—"The Girl from Kay's"..... Caryl
- Song—"Mona"..... Adams
- Two Step—"Jolly Negroes"..... Borge
- Dinner Music—Scottish Bagpipe, Scotch
—Spillan, O'Neil, Fish-Bellied and Shrimp
Sauce, Entrées—Roast Turkey, Roast Beef,
Sautéed Kidney, Kidney on Toast, Phosant
Paties. Curry—Shrimp, Joists—Roast Beef
and Horse, Roast Suet, Roast Capon and Ham,
Cold Meat—Leg of Lamb, Game Pie, Salad—
Cold Potatoes, Boiled Cauliflower, Carrots, Boiled Rice,
Entrées—Pumpkin Pudding, Strawberry Ice Cream,
and Finger Cakes, Almond Macaroni, Cheese,
Fruit, Tea, Coffee, Preserved Ginger.

HONGKONG CONSISTORY NO. 11, A.A.S.R.

- The following 111. Companions have been
elected as Office-Bearers for the year 1906:
- Grand Commander, H. Comp. T. Spafford, 30.
 - Orator, "H. E. Fricker, 30.
 - Senior Warden, "F. Howell, 30.
 - Junior, "C. Fitzcock, 30.
 - Secretary and, "C. F. Focken, 30.
 - Treasurer, "Tang Chee, 30.
 - Master of Ceremonies, "J. Smith, 30.
 - Chaplain, "W. Farmer, 30.
 - Master of Works, "J. W. Osborne, 30.
 - 1st Standard Bearer, "W. A. Allen, 30.
 - 2nd, "J. Lenn, 30.
 - Grand Director of Music, "W. M. Everett, 30.
 - Aide de Camp, "C. Leckie, 30.
 - Inner Guard, "E. R. Dull, 30.
 - Pair Commandr., "G. A. Watkins, 33.
 - Janitor, "Comp. J. Vanstone.

SHANGHAI MIXED COURT.

It is not hard to guess why the Mixed Court
officials resent foreign interference with their
doings; but those who lack the necessary inkling
may find it in the following queries asked by the
China Gazette:

1. Why is the Mixed Court so anxious to
re-mand all female prisoners in the Mixed
Court?
2. Are any Court runners the owners of or in
any way interested in brothels, opium dens
or tea shops?
3. What is the amount of "squeeze" generally
demanded to allow a person arrested, and
very often on a trumped-up charge, being
allowed bail?
4. Why are no receipts given by the Mixed
Court for money required by way of bail
fees or otherwise?
5. Why are no summonses issued in civil
cases—but always warrants of arrest?
6. What is the entrance fee to one of the
upper cells and the monthly fee for a bed
space in same?
7. What is the fee for being allowed to smoke
opium in the upper cells?

There is no better way of wasting money
than wasting it upon books. Of that I am
convinced. He is a noble spendthrift who lives
riotously with his bookseller, "A. B. C." in
The Methodist Times.

TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]

THE SITUATION AT SHANGHAI.

SHANGHAI, Jan 3.

Everything is perfectly normal here

now.

Two-thirds of the bluejacket force
have re-embarked and the remainder
will be posted at the principal points
in the Settlement, probably until the
Mixed Court question is definitely
settled.

A VICEROY'S TRANSFER.

SHANGHAI, 3rd January.

The Lianking Viceroy has been
transferred to Foochow.

THE RUSSIAN REVOLUTION.

LONDON, 3rd January.

Little change is to be reported in
the situation in Russia. The troops
are mostly reliable and the work of
repressing the revolution is pro-
ceeding. Complete order has been
restored in Moscow, but serious fight-
ing is proceeding in the south.

(REUTERS SERVICE.)

GERMANY.

LONDON, 1st January.

Lieutenant von Moltke, a nephew of the
Commander in the Franco-German war, has
been appointed Chief German General of
the Staff, in place of General Count de
Schlieffen, retired.

RUSSIA.

LONDON, 1st January.

The St. Petersburg newspapers present a
terrible picture of the Siberian railway to
Cheliabinsk. All the authorities have dis-
appeared, and the soldiers and sailors have
pillaged all the stations. Complete anarchy
reigns at Irkutsk and military trains are
proceeding with orders from the authori-
ties.

The Russian Government, recognising
that the subjugation of the Baltic provinces
is a most formidable task, is preparing a
winter campaign on a large scale, and troops
are already entering Courland on four sides.

HONGKONG HORTICULTURAL SOCIETY.

The newly-formed Hongkong Horticultural
Society advanced another stage in its progress
towards complete organisation yesterday
afternoon when Sir Francis Pigott, president,
presided over a good attendance in the City
Hall. The principal business was to make
arrangements for the forthcoming show, for
which duty the following were appointed a
committee: Mrs. Bowley, Mrs. Brewin, Mrs.
Dickson, Mrs. Seth, Mr. Barton, Mr. Dunn
(secy.), Mr. Cradock and Mr. Osborne. This
committee, it was decided, should take over the
work of the committee which had arranged for
the show, the members of the latter to be a sub-
committee. Regulations for the forthcoming
exhibition were drawn up, it being agreed that
the price of admission on the first day should
be \$1 and on the second day up to 3 o'clock, 50
cents, after that hour, free. Subscribers to Sir
Paul Chater's list were to be made members
of the society and to be admitted to the show
free. Mr. L. Gibbs was elected secretary and
treasurer. The committee which had arranged
for the Flower Show submitted a lengthy
report, in which it was stated that Sir Paul
Chater had promised \$2,000 towards the prize
fund. Sir Francis Pigott remarked that he
hoped the membership of the society would
reach 100. When the meeting opened
there were 17 members on the list
and several additions were made at the close.
The Chairman also took occasion to refer to
a mistaken impression that the annual
subscription was \$25. As a matter of fact it
was only \$5.

THE "MEX." IN CHINA.

A TYPICAL CURRENCY INCIDENT.

Mr. Edward S. Little, of Shanghai, recently
travelled by train from Hankow to Peking.
While in the former place he secured a supply
of coin for the journey and was given dollars
turned out of the Government Mint at Wu-
chang. He tendered these coins to the Govern-
ment Railways both in Tientsin and Peking in
payment for tickets. In both cases they were
rejected. The clerks explained that the coins
were "outside the province," and could not
therefore be accepted. Mr. Little then suc-
cessfully tendered Mexican and called their at-
tention to the fact that these were not only
"outside the province" but "outside the Empire"
coins. The Chinese, assistants at once saw the
folly and inconsistency of the situation but
stuck to the Mexicans.
"This incident, he very justly remarks," will
illustrate the middle existing in the coinage
system or lack of system existing in this country.
The British treaty provided for the elimination
of this evil, but like the rest of the treaty it is
largely a dead letter. The coinage of the
Empire is in greater confusion to-day than
when the treaty was signed. Things have gone
from bad to worse and a critical condition is in-
sight unless strong hands are laid on the manu-
facture of metal discs which are euphemistically
called coins."

SUPREME COURT.

IN SUMMARY JURISDICTION.

Wednesday, 3rd January.

BEFORE MR. A. G. WISE (PRESIDENT JUDGE).

BREAKING A SUBMARINE CABLE.

The China and Japan Electric and Telephone
Co., Ltd., brought an action against the China
and Manila Steamship Co., Ltd., for \$1,000,
damages for breaking plaintiff's submarine
cable by one of defendant's steamships.

Mr. E. H. Sharp, K. C. (instructed by Mr.
H. G. Bailey), appeared for plaintiffs, and Mr.
H. E. Pollock, K. C. (instructed by Mr. F. B.
Deacon), represented defendants, while Mr. T.
L. Gibbs, Mr. T. F. Hough, and Mr. C. H.
Grace sat as a special jury.

In their pleadings plaintiffs set forth that on
30th or 31st August the submarine cable
belonging to them, situated in the area reserved
for submarine cables between Kowloon and
North Point—within which area vessels were
prohibited from anchoring under the regulations
of the Merchant Shipping Ordinance—was
injured and broken by reason of the *Rubi*
anchoring within such area through the
negligence of defendant's servants. Plaintiffs
consequently suffered damage to the amount
of \$1,000 but restricted their claim to \$1,000
to bring it within the Summary Jurisdiction.

Defendants, in their pleadings, denied that
plaintiffs' submarine cable was situated within
the alleged area and denied that the cable was
either injured or broken by their steamship
Rubi. They further denied that the *Rubi* was
at anchor within the said area, and, in the
alternative, said that if the *Rubi* was at anchor
within the said area and if the cable was thereby
injured or broken as alleged, they denied
negligence on the part of their servants, and by
way of further answer said as follows: The
Rubi was proceeding on 3rd August to the
typhoon anchorage in Kowloon Bay and
encountered a sudden and violent squall of wind
which was accompanied by extraordinary dense
and blinding rain, which rendered it impossible
to continue with safety the navigation of the
ship and made it imperatively necessary for the
Rubi to drop her anchor.

The plaintiffs further replied that having
regard to the prevailing condition of the
weather the vessel should not have been in the
position she was. She ought not to have taken
the course referred to, and that in doing so she
acted on her own risk. The *Rubi* was at fault
in anchoring where she did.

Mr. Sharp outlined the case for plaintiffs.
On the 28th August last the *Rubi* was lying at
the Kowloon Dock, having her annual overhaul.
At that time she was naturally without steam.
Her boilers were empty and she was lying
helpless. They would, of course, recollect that
that was the height of the typhoon season, and
up to that time the barometer had been con-
stantly falling for three or four days. A
typhoon notice had been issued by the Obser-
vatory on the two previous days, and at 7.30
on the night of the 28th the red drum was hoisted
on the *Tanaka* and other places. The log of
the *Rubi* showed that it was observed at 10
o'clock. Later, the observatory issued a notice
that the typhoon would visit the colony
within twenty-four hours, and after that steamers
began leaving their moorings for Stoncutter's
and Kowloon Bay. Notwithstanding all this, at
three o'clock in the afternoon, the *Rubi* sent
for the *Robert Cook*, the most powerful tug in
the harbour, and was towed, not as they might
expect to a safe anchorage, but to her buoy on
the Hongkong side. The barometer was still
falling, and as it appeared in the log book, at
5.50 in the afternoon the black drum was hoisted.
Although the *Rubi* had at that time no steam,
she did not signal to the *Robert Cook* to come
and take her to a safe anchorage. The typhoon
was fired at exactly 9.40 that night, and
during the night the barometer continued to
fall. Hitherto they had only barometrical
warnings, signals, and notices issued by the
observatory, but now the wind began to rise
very seriously and at daybreak the ships
continued to leave their moorings for a safe
anchorage. Yet, despite all these warnings, the
Rubi did not signal for the *Robert Cook*, which
was lying with steam up, as her duty was to
tow vessels to a safe anchorage. At eight
o'clock in the morning the black cone
and drum were hoisted. Meanwhile the wind
was increasing in force, and two of the few
remaining steamers were now towed to
safety, but the *Rubi* did not signal for the
tugboat. As appeared from the log book,
work was being done that morning on her
starboard main boiler, and at 11.45 a.m., when
practically all the other vessels had gone, the
Rubi at last cast off and attempted to proceed
apparently to Kowloon Bay without the
aid of a tug and under her own steam. At that
time she had only one of her two boilers in use,
and she would prove to them that she could not
get more than, if as much as, half of her normal
power out of one boiler. The typhoon then
was almost at its height, and it was apparently
with great difficulty that she got under weigh
at all. Starting at 11.45, the *Rubi* had two
minutes later her engines going at full speed,
but it took her to 12.30 to get as far as the cable
reserve, where she anchored under circumstances
they would not. Plaintiffs would prove that
the *Rubi* ought not to have put herself in the
position she did. She ought not to have delayed
so long, and she ought not to have ventured on
her insufficient power without the aid of a tug.
In these circumstances if she had been over-
borne by the wind and driven into some
other ship, she should submit that she was
entirely to blame. The typhoon could
not be called a typhoon, although it was
a serious blow. On the following morning
the *Rubi* raised her anchor and the plaintiffs

cable came up with it. The *Rubi* then went to
Stoncutter's, where she anchored. Plaintiffs
did not learn of the damage to their cable until
later in the day, when they had it examined and
found it broken a third of the distance from the
south end. Counsel then quoted from
Ordinances showing that those injuring the
cable were liable to a fine and to make good the
damage. In conclusion, he pointed out that the
matter was important to the public as well as
to the plaintiffs. It was obviously necessary that
communications should be maintained with the
mainland, and having heard the evidence the jury
would have no doubt that the damage was due
to the *Rubi*'s omission to take such precautions
and to exercise such foresight as was reason-
able and proper in view of the weather, in view
of the warnings, and in view of the *Rubi*'s own
partially disabled condition.
Evidence was adduced in support of plaintiffs'
claim, which was not concluded when the Court
rose.

POLICE COURT.

Wednesday, 3rd January.

BEFORE MR. F. A. HAZELAND (FIRST
POLICE MAGISTRATE).

A DANGEROUS MARINE.

C. Quilly, a marine on H.M.S. *Diala*, was
charged with being drunk and disorderly in
Ship Street on Tuesday night.

The evidence showed that the defendant was
rushing about the street bearing a Japanese
sword stick, and threatened to stab a constable.
His Worship ordered him to pay a fine of \$7,
infringing the rights of the Postmaster-
General.

Tsang In Fan was charged with infringing
the rights of the Postmaster-General by trans-
mitting letters from the Colony.

On the offence being proved he was ordered
to pay a fine of \$25.

UNLAWFUL POSSESSION AND BRIBERY.

At the instance of Inspector Collett, Lung
Chan was charged with being in unlawful
possession of four bags of rice and with offering
a bribe.

The evidence showed that the defendant was
stopped on the Praya at West Point, and asked
by a taking to explain how he came in
possession of the rice. As he failed to do this
he was arrested, and while being taken to No.
7 Station offered a bribe of \$2. This the
taking took, but charged him with bribery
at the station.

The defendant was found guilty, and on the
first charge was fined \$10, the alternative being
one month's imprisonment; on the second
charge he was fined \$25 or one month, and the
\$2, which the taking took, His Worship ordered
to be put in the poor box.

BEFORE MR. C. D. MELBOURNE (SECOND
POLICE MAGISTRATE).

ALLEGED ASSAULT.

H. Schwartz charged Constable Holand with
assaulting him in Pottinger Street, near the
Criterion Hotel, on the night of the 31st ultimo.

Complainant deposed that he was staying at
the Criterion Hotel. On the night in question
he went with his wife for a walk. When a few
paces from the door of a hotel he met the
defendant and another man. The defendant said
to his wife—"Hallo, Missus." She made no
answer, but walked on with him. The defend-
ant followed and again said—"Hallo, Missus."
Complainant then said—"This is my wife, why
do you speak to her?" The constable drew back
and struck witness a blow on the left, and then
on the right side of the head.

To the defendant—I identified you because
you had a black band on your arm and a
light suit of clothing on. I also identified
you by your features. There were no marks on
my face when I reported the occurrence at the
charge room, but the doctor told me I was to
wear a bandage round my head as one of my
ears were hurt.

After further evidence had been heard,
J. T. Harding was called for the defence.
He said he was a shipwright on H.M.S. *Hecla*.
On the evening of the 31st ultimo he met the
defendant, and was with him until he was taken
to the station. Witnesses did not see him strike
anybody. They were in the Cosmopolitan Hotel
when defendant was arrested.

To defendant—You seemed quite surprised
when arrested. I did not see you strike any-
body; neither did I see you accost a woman in
the street.

The defendant was discharged.

LARCENY.

A private of the Army Service Corps was
charged with stealing the sum of \$164 from
one Wong Kam, of Hongkong.

The complainant stated that when she left
home on the 31st ultimo, the amount lost was
in her drawer. On returning next morning
she found her drawer broken open and the
money stolen.

The mistress of the house stated that the
defendant called there at 11 p.m. on the 31st
in question, and although told the complainant
had gone out, remained in her room until 2
a.m. the following morning.

Sergeant O'Sullivan gave evidence as to
arresting the defendant at the barracks in
Queen's Road, when he found a large sum
of money in his possession.

His Worship found the defendant guilty,
and sentenced him to one month's imprison-
ment.

LATEST STEAMER MOVEMENTS.

The T.K.K. str. *Nippon Maru* sailed from
Shanghai at 3 a.m. on the 2nd inst., and is
expected to arrive at Hongkong about noon
to-day, the 4th.
The M.M. str. *Caledonia*, with the next
French mail, left Singapore on Tuesday, the
2nd inst. at 11 p.m. for this port via Saigon.
The P. & A. str. *Namantia* arrived at Yoko-
hama on the 1st Jan.

CANTON.

[FROM OUR CORRESPONDENT.]

January 1st.

THE KWANGTUNG HIGH COLLEGE.

Viceroy Shun proposed some time ago to establish a high school in Canton for the training of instructors for the lower Military and Civil Colleges. The site selected is the old examination hall. He decided to use the funds raised through the disposal of the Temple of Longevity, but fearing that the proceeds will be insufficient, has now started a subscription to raise the necessary funds. It is reported that Messrs Shaw, Tomes & Co. have subscribed \$1,000.

POLICE REFORM.

The Viceroy has received a despatch from the Board of Police in Peking requesting the Viceroy to furnish a census of all the districts that are policed under the new system, with full particulars regarding the number of inhabitants and their occupations. The Viceroy has issued despatches instructing the responsible authorities to furnish full details within two months.

CHINESE SPORTS.

The Educational department has notified all the Civil and Military Schools and Colleges that sports have been arranged to take place on the 16th and 17th of this month at East Gate parade ground. There are 20 events on the programme and numerous prizes will be distributed to the successful competitors. The sports will be patronised by the high officials.

COURTEOUS CHINESE OFFICIALS.

The Viceroy is very disappointed; he had intended to appropriate the funds realized through the sale of Chan Tung-sung's properties for public and other works in Kwangtung. The Board of Revenue has decided otherwise, however, and the funds are to be remitted to Peking. It appears that the Throne has refused Viceroy Shun's request to utilize the funds locally, at the instigation of Viceroy Chang Chih-tung, who memorialized the Throne on the subject. Viceroy Chang stated that when he was in Kwangtung he fined Chan Tung-sung Tls. 200,000, and that the money had (not) been forwarded to Peking. The funds embargoed belonging to the Customs revenue, should be handed to the Throne. The Minister of War, on the other hand, has asked that the funds raised through the sale of the properties should be placed in the coffers of the Army Reform Fund. His Excellency, greatly annoyed, has now decided to raise funds by other means and has once more turned his eyes and open hands towards the different monopolists. Thus the Sai Kuan Fanta farm has been requested to pay an additional Tls. 10,000 and the Shan Piu lottery concern Tls. 500,000. The former was only recently made to pay an additional Tls. 150,000, and the latter was advised to lend Tls. 1,000,000 to the Government a short time ago; and to increase the royalty under threat of losing the farm.

The Shan Piu lottery farmer, being a wealthy man, has been the object of the Viceroy's special attention. He has deposited a sum of Tls. 1,000,000 as a guarantee, and finds himself in a very corner, as that amount is liable to be seized at any time. This farmer owns fourteen banks here and three banks in Hongkong, and a general panic will be the result should he come to grief.

CHINESE STUDENTS IN JAPAN.

A letter has been received here by a member of the gentry from Japan giving full particulars concerning the students strike in Japan. The scholars are highly indignant to see their liberty restricted by the new regulations and have made up their minds to return to China. It appears that two scholars named Wu and Wang have been trying to influence their schoolmates, advising them to submit to the new order of things. They made speeches and raised the students' anger to such a pitch that their association was planned by the more hot-headed lot, and they only escaped through timely warning. They are now in hiding in the interior.

THE GERMAN IN CHINA.

EFFECTS OF THE PROPOSED WITHDRAWAL OF TROOPS.

Prince Buelow's organ, the South-German Reichs-correspondent, in a recent article defended the German proposal for this withdrawal of troops from the province of Chihli, and denied that it represents any breach of consistency in German policy. Stress is laid upon the "initiative" adopted by the German Emperor, which, it is alleged, has everywhere met with ready approval. "The German troops in China," it is said, "were never intended to be the means of acquiring a piece of the Celestial Empire for Germany. The idea of a partition of China is a hallucination falsely attributed to German diplomacy. We voluntarily declared our renunciation of a policy of territorial conquest in the Anglo-German exchange of notes in October, 1900. This agreement, with which the other Powers negotiated themselves, was unaffected before the war between Russia and Japan and also before the conclusion of the Anglo-Japanese Alliance. These facts dispose of the assertion that we are intimidated by the new Alliance between Great Britain and Japan in East Asia and that we have consequently adopted a policy different from that which we had hitherto spontaneously pursued with a view to the maintenance and development of our interests in that part of the world."

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report—

On the 3rd at 11.55 a.m. The barometer has risen over N. China and E. Japan, and fallen over S. China and Formosa.

Pressure remains low to the N.E. of Japan, and the high pressure area still lies over China to the North of the Yangtze.

Strong monsoon may be expected in the Formosa Channel and the N. part of the China Sea.

Forecast:—Moderate N. winds; fair.

HAMBURG.

[FROM OUR CORRESPONDENT.]

Nov. 28.

GERMAN PHILOSOPHY OF WAR.

At a time when the reform of the military system is one of the burning questions of the day in England, it may be of interest to note the views entertained by the old Emperor William, who as King of Prussia so successfully accomplished the reorganization of his own army early in the sixties of the last century. A book, consisting almost entirely of the *ipsissima verba* of the monarch on the many subjects which engaged his attention during his long and eventful life, has just been published. It is from this I take what follows, regretting only that space does not permit of my quoting the very words used by the King. He was much opposed to national armies, whether passing under the appellation of militia, national guards or some other name, as he held history to have shown them to be a danger to the state in times of revolutionary troubles. Nor was he in favour of military training in schools and colleges, nor of cultivating shooting and riding as amusements of the people; "I do not wish to make the Prussian people a nation of Numidians and Cossacks," he said on one occasion, and he more than once expressed extreme satisfaction that popular enthusiasm had not during the war with Austria in 1866 led to the formation of volunteer corps or other bodies of irregular troops. The proper place for volunteers was, he thought, in the ranks of the army. He declared that he would rather take the field with a limited number of thoroughly efficient soldiers, than with a large army of imperfectly and consequently ill-trained men. To be able to enter upon a campaign with full confidence of victory, required a strong nucleus of perfectly reliable troops; courage, discipline and a belief in the righteousness of the cause he valued infinitely more than superiority of numbers. Reliability is attained by careful training, moral as well as physical, and not by drill alone, in his opinion. You cannot, he says, turn a man into a soldier in sixteen months. Drill, sentry duty, shooting, &c., may be acquired mechanically in a short time, a recruit may be taught it in six to ten weeks, but he will not be a soldier for all that. He will be a drilled peasant and no more. For the first two years in the army, drill and general instruction in the duties of his profession require the entire attention of the recruit. In the first he learns things mechanically; in the second he begins to understand the meaning and reason of them and to act with a certain amount of independence, but his influence over the younger men is still slight; it is only in the third year that he becomes imbued with the true feeling and spirit of a soldier, that he realizes the dignity of his profession and is fit to act as an instructor and an example to his younger comrades. Habit, does it, habit being nature. The longer therefore the training lasts when with the colours and afterwards in the reserve forces, in time of peace, the more valuable will such men be in time of war, in giving steadiness and confidence to the hastily-drilled new levies. The signs of a true soldierly spirit are unquestioning obedience in carrying out orders from a sense of duty and not from fear, unflinching courage and the cheerful endurance of fatigue and hardships. To call forth and develop these qualities is, and has always been, the aim of all training in the Prussian army; it has resulted in the true soldierly spirit permeating all grades, and this spirit is kept up and strengthened by the chivalrous character of a body of officers unequally elsewhere. To keep up the true military spirit in the army, particularly during long periods of peace, is the duty of the sovereign, for upon the spirit of the army depends the existence of the state. It makes discipline easier and inspires deeds which live for ever in the annals of the country and in the memory of its inhabitants! To give it full effect, however, it is necessary that the nation should understand, appreciate and honour it.

If the army has been a special object of solicitude to the old Emperor and his predecessors on the Prussian throne, an additional duty has devolved on the present Kaiser, the development of the naval power of the country. His great ancestor in the seventeenth century, Frederick William, Elector of Brandenburg, perceiving the importance of foreign trade to his state, was the first to found a colony on the west coast of Africa and to put a few ships in commission for its defence, but owing to adverse circumstances both these enterprises had to be abandoned later on. Nearly two hundred years afterwards, when a German parliament met at Frankfurt for the first time, and hopes of a united fatherland ran high, the cry for a fleet was raised again. By means of voluntary contributions several ships were bought and equipped, but when the reactionary policy of the ruler prevailed over the liberal aspirations of the people they were sold by auction, Prussia acquiring some of them. In the course of the next twenty years more vessels were added, until under the imperial German flag after the Franco-German war it has obtained its present position amongst the navies of the world. It is felt, however, that the rapid growth of the mercantile marine of the country and the equally rapid expansion of foreign trade demand for their protection a further augmentation of the naval force and a bill to that effect will be shortly laid before the Reichstag which has been opened to-day.

RAISING THE MONEY.

The necessity of such a measure seems to me so obvious, that I cannot understand how people in England can persist in attributing it to warlike designs on the part of the Kaiser. The difficulty will be to provide the necessary funds for the purpose, the finances of the empire, as I pointed out in my last, being by no means in a flourishing condition. The proposed increase in the tobacco duties I have already mentioned, but as an additional 250 million marks will have to be raised, in order to meet all the requirements of the budget, other sources will have to be made available as well. It is intended to lay an imperial duty on beer, which so far has contributed only to the exchequer of the different states themselves. As the principle on which the duty has been levied by them varies, it may not be easy to devise a mode that will be acceptable to all.

The introduction of receipt stamps is also under consideration, and it is believed that the English system of a penny stamp (10 pfennige) on amounts exceeding a certain figure will be adopted.

A measure, which it is supposed will meet with greater opposition than those enumerated, is that of imperial succession duties to take the place of those now levied in the different states of the empire, these to be indemnified by reserving about one-third of the proceeds of the new tax. Bequests under M. 3.0 will be exempt, as also those from husband to wife, from wife to husband, and from parents to children. All others will be subject to a duty rising in accordance with the distance of kinship up to 10 per cent. in cases of non-relations. In cases where the amount exceeds M. 500,000 the rate will be doubled.

THE OPPOSITION TO JAPANESE IMMIGRATION.

RESENTMENT IN JAPAN.

The *Jiji Shimpō*, writing with reference to the immigration question, observes that although Japan has not been admitted into the ranks of the first-class Powers, as is evidenced by their reception of Japan, the position of individual Japanese in the eyes of the world seems to have made no material change. In the United States and Australia the Japanese emigrant is still treated in common with other Asiatics, and there appears no prospect of immediate improvement. In America there is a law prohibiting the admission of contract labourers into the country, and though theoretically this law is applicable to all people, irrespective of race or colour, the immigration of contract labourers into America is confined to Asiatics, and the legislation may be said to be directed against the latter. In Australia there is a vague notion known as the educational test, which is a device practically prohibiting the influx of Asiatic immigrants. In British Columbia also there is a feeling prevalent against the introduction of Asiatic labourers, though it has failed to take definite form owing to the veto put upon it by the Dominion Government.

While it is evident, continues the *Jiji*, that the exclusion of Japanese from America, Australia, and Canada is based more on political and economic reasons than racial prejudice, such discriminatory treatment of the people of a country which is now a first-class Power can scarcely be tolerated. The admission of Japan into the council of great nations is analogous to the recognition of the intellectual and moral capabilities of her people as equal to those of other countries, and there is no reason why the Japanese should be accorded treatment in any way different from that meted out to other civilised people. The representatives from California have introduced to Congress, new in session, a Bill providing for the exclusion of Japanese and other Asiatics. President Roosevelt, in his message to Congress, relating to the immigration question, urged the Legislature to adopt the recognition of the traditions of the country, but to welcome the introduction of any elements which are likely to be beneficial to the country irrespective of religion and race. The Presidential message particularly referred to the Japanese, and from the context in which it is mentioned there can be little question the President urged Congress to treat them on the same terms as white people.

In Australia, the *Argus* of the Tokyo journal, there seems to exist considerable opposition to the "White Australia" doctrine, but in America the agitation for the exclusion of Asiatics is steadily gaining ground instead of declining. This discrimination of Japanese from the rest of civilised people is not only a slight on the prestige of the country, but, economically considered, it places Japan in a very disadvantageous position in finding an outlet for her surplus population, which is increasing at a rate of half a million a year. One of the causes which have brought into existence the discriminatory treatment between Europeans and Asiatics in the matter of immigration is that, unlike European countries, Eastern countries have been submitting to palpably unfair legislation with little or no protest. Now that the plus population, which is increasing as the world has risen it is only proper that treatment be accorded them by other states should be at the same time it is necessary that Japan should also endeavour to acquire a proper position for themselves. Australia is a colony of Japan's ally, while America is on such friendly terms with Japan as to be her ally for all practical purposes, and there is every likelihood that if the Japanese Government approaches these countries with a proposal as to the removal of immigration restrictions the matter may be arranged to the satisfaction of Japan and the Japanese.

THE UNITED STATES NAVY.

PROGRAMME OF NEW CONSTRUCTION.

Three first-class battleships of at least 18,000 tons displacement and eighteen knots speed; three second-class battleships of 12,000 tons displacement and sixteen knots speed; one gunboat of the "Helena" class, and four other gunboats of light draught, two for use in the Philippines and two for service on the coast of China, with additional torpedo boats and torpedo boat destroyers, are the principal recommendations of the General Board in the Navy in its programme of new construction to be authorised by the next Congress, which is now under consideration by the Board of Construction.

The construction board is now figuring upon the possibility of adding to a ship of 18,000 tons displacement two twelve-inch guns in excess of the number carried by ships of 18,000 tons displacement.

REVIEWS.

Brucke zur Heimat. Bromon: G. A. von Halom.

This is a very attractive looking German periodical, dated November, and evidently arranged, as its title shows, to act as a bridge across which the thoughts of colonial Germans may fly homewards. There are excellent photographs of the Prince of Lippe, and of King Alfonso's entry into Berlin. Topical articles, such as the German colonial troubles, the Russian crisis, and Trafalgar centenary, are described and illustrated. It has a strongly patriotic tone, and a teacher bewails the fact that German children abroad are not more encouraged to take purely German studies. There are also Christmas stories and pictures.

How to Write the Rationale, by J. Dyer Ball, 2nd ed. Hongkong: Kelly & Walsh, Ltd. There is one thing to be said for all Mr. Ball's books, and that is that when he sets out to instruct the reader, he puts things so clearly and lucidly that he who runs can read and even remember. There is an excursus at the back of this which gives valuable hints on the use of Chinese dictionaries, but about the radicals there is neither excursus nor discussion. Just sufficient to show at a glance "how to write the radicals," and how interesting and important it is to write them in the right way.

A New Geography of Japan, by C. B. MITFORD, F.R.G.S. Yokohama: "Japan Gazette" Co. Kelly & Walsh, Ltd.

Except that there might be more of it, we have not a criticism to make concerning this "New geography for the upper forms of schools and colleges, with maps, illustrations and historical notes." The illustrations are actual, excellent and well-selected photographs, the maps clear and correct, and the letterpress compact and discriminately set out. It is an eminently sensible geography, and at 75 or 85 cents, according to binding, ought to sell like hot cakes.

Mohammed and the Rise of Islam, by D. S. MAROOTH, London and New York: G. P. Putnam's Sons. 5s.

This is a very authoritative addition to a well-illustrated "heroes of the nations" series. The author is an Arabic scholar, and a very painstaking sifter of evidence. This book, while not so attractive to the general reader as Carlyle's splendid essay, will be welcomed by the student. It has no savour of hero-worship, nor has it any sign of want of appreciation. It is, as the author says, neither an apology nor an indictment, and we read it as a sane estimate of a deeply interesting character, incapable of offending the devotee of any cult. There are numerous illustrations of peculiar excellence.

For Richer, For Poorer, by EDITH HENRIETTA FOWLER. London: George Bell & Sons.

We are sorry that we have nothing kinder to say of this story than that it is exceedingly harmless and affords lots of reading. We gave the heroine up as impossible after a hundred pages of her irritating ways. She is as irritatingly virtuous (in a different class) as Samuel Richardson's "Pamela," sickeningly pious and yet just as selfish as most people. Anything more unlikely than her immediate conquest of a strange doctor we have never seen written before. If we were a doctor, and a perfectly strange young lady came and sat on the edge of our chair and rubbed her cheek against ours at the first interview—but happily we are not a doctor, and so safe.

The Better Way, by CHARLES WAGNER, author of "The Simple Life." London: Sir Isaac Pitman & Sons. Paper, 1s.

"The Simple Life" was horribly boomed by simple people, including President Roosevelt, and "The Better Way" is just what we expected it would be, a sort of popular Thomas à Kempis. The briefest and most accurate way of hitting it off in a phrase would be to call it a prose "In Memoriam."

What Foods Feed Us, by EUSTACE MILES. London: George Newman, Ltd. 1s.

This is the apotheosis of the Proteid, by one who admits that there are other food elements. The author also confesses that he cannot lay down a chow rule that will suit everybody, but appears very proud of this rhyme, which gives the most "proteid" foods in their sequence:—

"Chester, lentils, haricots,
Chicken, peas, and after those,
Beef, salt herring, oatmeal, egg,
Wholemeal flour, some parts of pig.
Walnuts, next fresh fish, then fig,
Cabbage, milk, then prunes, then roots,
(Like potatoes) then fresh fruits;
In butter, arrowroot, and tea,
And sugar less and less we see
Of the body-building stuff
Of which four ounces are enough.

In daily food for most of you,
If professors' words are true."

Book-Keeping Down to Date, by ANDREW MUNRO. London: Effingham Wilson.

This is a second edition of a deservedly well-known work, which contains instruction and examples of over two hundred points that can occur in book-keeping. It is almost a complete business education in itself.

The Princess Priscilla's Fortnight, by the Author of "Elizabeth and her German Garden." London: T. Fisher Unwin.

This is one of the freshest, most refreshing stories of the season, brightly written, philosophically cheerful, and full of vraisemblance and real human interest. It tells of the quite-to-be-expected but none the less thrilling adventures of a princess who took too much in earnest the ideals of her simple-minded old tutor, and ran away to enjoy the simple life. The lesson is that no matter how comfortable off we are, there are others no happier. The poor have their

LONG HING & CO.

IMPORTERS OF HIGH CLASS CAMERAS, NO. 17, QUEEN'S ROAD.

N. & G. SPECIAL	1 PLATE CAMERA, Fitted with ZEISS "PROTAR"	
Lens, Yel. w. Screen, and Leather Case		\$300.00
N. & G. "NYDIA" POCKET CAMERA, 1 PLATE, Fitted with ROSS		
Homocentric Lens and Leather Case		135.00
ROSS FOCAL PLANE CAMERA 1 PLATE, with 3 Dark Slides and		
Leather Case		140.00
No. 3A. FOLDING POCKET KODAK, with B. & L. PLASTIGMAT Lens		150.00
" 4. SCREEN FOCUS		140.00
" 4A. CARTRIDGE		135.00
" 3A. FOLDING POCKET		135.00
" 3		125.00

THE BURLINGTON.

2, PEDDER STREET, OPPOSITE THE HONGKONG HOTEL.

JUST UNPACKED.

NEW MILLINERY GOODS FOR THE SEASON.

SMART READY-MADE COSTUMES.

FLOWERS, FOLIAGE, GLOVES AND MOTOR CAPS.

HIGH-CLASS DRESSMAKING, MODE DE PARIS.

By our French Dressmaker, whose work has often been eulogised by French Journals.

Hongkong, 14th December, 1905.

[37]

troubles as well as the rich, and that it is no use exploring strange fields in search of happiness. If it does not find us out, we cannot find it. Who is uninterruptedly happy all his days? We have to thank the author and publisher of this book for 3.9 pages of undisturbed happiness.

The Incorporeals, by JAMES BAKER, London: George Bell and Sons.

This "Oxford Novel of To-day" strikes us as rather a highfalutin' sort of book, in which the characters are a little more than human. One gets a little tired of their intonations and aspirations, and while their doings compel interest, we wish they would kiss and court more like flesh and blood creatures. It is a book that should appeal to Y.M.C.A. youths who are high-toned and wish they had had Oxford opportunities. The wicked woman herein is quite too melodramatic.

Kippis: the Story of a Simple Soul, by H. G. WELLS. London: Macmillan and Co., Ltd.

We notice that this book has led to strange division of opinion among Mr. Wells' admirers, some saying that it is unworthy of his gift and others that it is the crowning triumph of his output. Without going to such extremes, we regard it as an improvement on "The Wheels of Chance," with a strong flavour of "Anticipations" about it. As a story of a simple (?) soul, we find it wholly satisfactory and a delightful study, in which the author has avoided that air of finality which sometimes spoils the effect of a character study; and instead has attained that effect which Sam Wells desiderated in letters, making us wish there "was more on it." There is realism in this book, and humour, and comedy, and round philosophy, and, in fact, all the nameless charm of the unexpected and satisfying that Mr. Wells always imports into his work. Technically, it is a masterpiece; and if it does not add to our list of household characters Mr. Cootie, we shall be disappointed. Mr. Cootie is absolutely Dickensian. The drapery folk may squirm, but they cannot deny the accuracy of the view here given of life in the provincial emporium. To sum up, "Kippis" is great, and no one can afford to leave it unread.

An Australian Cricketer on Tour, by FRANK LEVER. London: George Bell & Sons.

This is Mr. Frank Lever's reminiscences, impressions and experiences of two trips with Australian cricket teams to England, and while no literary merit is claimed for the production it will be found interesting reading by those who follow the progress of international cricket. In ordinary letter writing the trivialities that find a place here might have been pardonable, but in a book intended for wider circulation they might have been excluded with profit. However, we are glad to have Mr. Lever's impressions and his nameous excellent snapshots, though the latter might have been better arranged. His opinions and comments are certainly worth perusal by those interested in cricket. He favours test matches being played to a finish, and he suggests that other alterations may be made with advantage in the rules of the game.

IN DEFENCE OF CORSETS.

A congress of progressive ladies in Germany having condemned the wearing of corsets, Mr. Labouchere has made rather a good point in reply. At least it sounds sensible. He says:—"There is a great deal of idle nonsense talked about stays. I believe that stays are often thought of getting a pair myself—not for the sake of appearance, but in order to enable me to dispense with an overcoat, and possibly other garments. I firmly believe the only place where a man or woman really wants clothing is the small of the back—the place where you put a horse-cloth when your animal is standing in the rain."

BABY CAME NEAR DYING

From an Awful Skin Humour Covering Entire Body—Scratched Till Blood Ran—Wasted to Skeleton—Hands Like Claws—Cuticura Brings Blessed Relief and Speedy Cure.

"WOULD HAVE DIED BUT FOR CUTICURA"

"When my little boy was three months old his head broke out with a rash, which was very itchy and ran considerable watery fluid. We tried everything we could, but he got worse all the time till it spread to his arms, legs, and then to his entire body, and he came near dying. It itched so he would scratch till the blood ran, and a thin yellowish stuff would be all over his pillow in the morning. I had to put mittens on his hands to keep him from tearing his skin. He got so weak he took fainting spells and we would think him dying. He was almost a skeleton and his little hands were thin like claws."

"He was had about eight months when we tried Cuticura. I had not laid him down in his cradle in the daytime for a long time. He had got so that he just slept in our arms all the time. "I washed him with Cuticura Soap and put on one application of Cuticura Ointment and he was so soothed that I put him in the cradle. We don't know how glad I felt when he felt better. It took one box of Cuticura Ointment, pretty near one cake of Cuticura Soap, and about half a bottle of Cuticura Resolvent, to cure. I think he would have died only for the Cuticura."

Mrs. M. C. MATTLAND, Jasper, Ont. No return in 14 years: Mrs. Mattland writes, under date of Feb. 24, 1903: "It affords me pleasure to inform you that it is fourteen years since my boy was cured of the terrible skin disease. He has been permanently cured and is hearty and strong."

Cuticura Soap, Ointment, and Pills are sold throughout the world. Depot: London, 27, Chancery Lane; Paris, 1, Rue de la Paix; Australia, A. J. King & Co., Sydney; Boston, 100, N. W. Cor. State St.; New York, 10, N. W. Cor. Broadway. Prepared by Wm. F. Abner, New York.

COLD STORAGE.

THE HONGKONG ICE COMPANY, LD., have now 40,000 Cubic feet of Cold Storage available at EAST POINT. Stores will be open at 10 a.m. and 4 p.m. daily, Sunday excepted to receive and store perishable goods. Wm. FARLANE, Manager. Hongkong, 18th November, 1901. [47]

PURE FRESH WATER.

THE HONGKONG STEAM WATER BOAT CO., LD., is prepared to supply ANY QUANTITY OF PURE FRESH WATER to the Shipping, both for Deck and Boilers. Call Flag W.

J. W. KEW, Manager, Hotel Marlborough, 3rd Floor. Hongkong, 8th August, 1905. 2907

SUN FAT & CO.

MANUFACTURERS AND DEALERS IN LADIES' AND CHILDREN'S UNDERWEAR. EMBROIDERIES, LACES, SILKS, PONGEES, GRASS LINEN, SHAWLS, HANDKERCHIEFS, BLANKETS, TRUNKS, EBONY FURNITURE AND FANCY GOODS. No. 82, QUEEN'S ROAD CENTRAL. Any Order Promptly Attended To. Hongkong, 12th January, 1905. 220

DR. NEWELL WILSON, DENTIST.

Latest American Methods. Reasonable Fees. No charge for examinations. Office hours 9 A.M. to 5 P.M. No. 2, PEDDER STREET (next to the General Post Office and opposite to the Side entrance to the Hongkong Hotel). Hongkong, July 5th, 1905. 49

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c. should be addressed to the Editor, Daily Press, only, and special business matters to the Manager.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Telegraphic Address: P.O. Codes: A.B.C., 5th St. Lieber's.

P.O. Box, 33. Telephone No. 12.

NEW ADVERTISEMENTS

NOTICE.

MR. GEORGE ARTHUR RICHARDSON was admitted a Partner in our Firm on the 1st instant.

BRADLEY AND COMPANY,
Savoy, Hongkong, Shanghai.
Hongkong, 4th January, 1906. [145]

PUBLIC LECTURE.

MR. OLIVER BAINBRIDGE, F.S.A., F.R.C.S., has kindly consented to deliver a LECTURE on "NATIVE LIFE AND CUSTOMS IN SOUTHERN SEAS," at the ST. ANDREW'S HALL, CITY HALL, THIS AFTERNOON, commencing punctually at 5 p.m.

THE EXECUTIVE THE GOVERNOR will kindly take the Chair.

The Public are invited.

H. E. POLLOCK,
Hon. Secretary,
HONGKONG AND VOLUNTEERS' SOCIETY.
Hongkong, 4th January, 1906. [146]

HONGKONG JOCKEY CLUB

NOTICE.

THE 1906 RACE MEETING will be held on MONDAY, 12th FEBRUARY, and TWO FOLLOWING DAYS, not on the 1st and 2nd of March, as previously arranged for. Entries will close on SATURDAY, 25th JANUARY NEXT.

In all other respects the programme as issued will stand.

By Order,
T. F. HOUGH,
Clerk of the Course.
Hongkong, 4th January, 1906. [147]

THEATRE ROYAL

CITY HALL.

HONGKONG AMATEUR DRAMATIC CLUB.

"THE NEW BOY,"
A FARCE IN THREE ACTS,
By ARTHUR LAW,
will be produced on
FRIDAY, 12th January, 1906.
SATURDAY, 13th "
MONDAY, 15th "

PRICES \$3, \$2 and \$1.
Soldiers and Soldiers in uniform Half-price to Pitt Stalls and Pit.

Booking Office at ROBINSON PIANO CO.
Open on and after MONDAY, 8th January, from 10 a.m. to 4 p.m. each day.

M. S. NORCOTE,
Business Manager.
Hongkong, 4th January, 1906. [148]

NORDDEUTSCHER LLOYD BREMEN.
IMPERIAL GERMAN MAIL LINE.

FOR SHANGHAI, TSINGTAI, NAGASAKI, HIOGO AND YOKOHAMA.

THE Imperial German Mail Steamship

"ROON,"
Captain Meiners, will leave for the above ports TO-DAY, the 4th inst., at NOON.

For Further Particulars, apply to
NORDDEUTSCHER LLOYD,
MELCHERS & CO.,
Agents.
Hongkong, 4th January, 1906. [149]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW.

THE Company's Steamship

"HAIMUN,"
Captain A. L. Robson, will be despatched for the above Port TO-MORROW, the 5th inst., at 11 a.m.

For Freight or Passage, apply to
DOUGLAS LARPAIK & CO.,
General Managers.
Hongkong, 3rd January, 1906. [139]

FOR SHANGHAI, YOKOHAMA AND KOBE.

THE Steamship

"RHEINLAND,"
Captain Furek, will be despatched for the above Ports TO-MORROW, the 5th inst., at NOON.

The Steamer has splendid accommodation for passengers and carries a duly qualified doctor and stewardesses.

HAMBURG-AMERIKA LINIE,
Hongkong Office.
Hongkong, 3rd January, 1906. [138]

FOR KOBE.

THE Steamship

"KOWLOON,"
Captain H. Stohr, will be despatched for the above Port on TUESDAY, the 9th inst., at 4 p.m.

For Freight apply to
SIEMSEN & CO.,
Agents.
Hongkong, 4th January, 1906. [149]

FOR SHANGHAI.

THE Steamship

"LOONGMOON,"
Captain F. Kalkofen, will be despatched for the above Port on TUESDAY, the 9th inst., at 4 p.m.

This Steamer has superior accommodation for First and Second Class Passengers.

For Freight or Passage, apply to
SIEMSEN & CO.,
Agents.
Hongkong, 3rd January, 1906. [141]

NEW ADVERTISEMENTS

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW

THE Company's Steamship

"HAICHING,"
Captain A. E. Hodgins, will be despatched for the above Ports on SATURDAY, the 6th inst., at 3 p.m.

For Freight or Passage, apply to
DOUGLAS LARPAIK & CO.,
General Managers.
Hongkong, 3rd January, 1906. [140]

COMPAGNIE DES MESSEAGERIES MARITIMES

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship

"CALEDONNIEN,"
Captain Gregory, will be despatched for the above Ports on or about TUESDAY, 9th inst.

For Freight or Passage, apply to
G. DE CHAMPEAUX,
Agent.
Hongkong, 4th January, 1906. [2]

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"ARRATON APCAR,"
Captain E. Fay, will be despatched for the above Ports on WEDNESDAY, 14th inst., at 3 p.m.

For Freight or Passage, apply to
DAVID SASSOON & CO., LD.,
Agents.
Hongkong, 4th January, 1906. [143]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at TIMOR, PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"EMPIRE,"
Captain Helms, will be despatched for the above Ports on WEDNESDAY, the 25th inst., at NOON.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Tea, &c., throughout the voyage.

A Stewardess and a duly qualified Surgeon are carried.

K.B.—To ensure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents.
Hongkong, 3rd January, 1906. [142]

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"ARRATON APCAR,"
having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once, at Consignees' risk and expense.

Cargo remaining on board after 4 p.m. of the 5th inst., will be landed at Consignees' risk and expense into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE delivery of their Goods from alongside, such Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the undersigned.

DAVID SASSOON & CO., LD.,
Agents.
Hongkong, 3rd January, 1906. [143]

"INDRA" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM NEW YORK, &c.

THE Company's Steamship

"INDRAMAYO,"
having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's hazardous and/or extra hazardous Godowns at Kowloon, where each Consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 10th inst., at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognised.

Optional goods will be landed here unless instructions are given to the contrary before NOON, TO-DAY.

JARDINE, MATHESON & CO.,
Agents.
Hongkong, 3rd January, 1906. [144]

TYPE WRITERS

CLEANED, REPAIRED, OVERHAULED.

TYPEWRITING WORK UNDER-
TAKEN. Charges moderate.

F. A. V. RIBEIRO
(late of the Hongkong Typewriting Bureau)
34, Queen's Road Central (Second Floor).
Hongkong, 25th October, 1905. [91]

CARTRIDGES.

IMPORTED EVERY MONTH, THERE-
FORE ALWAYS FRESH

EILEY'S, SCHULTZ'S, AMBERITE
AND KYNOK'S SPORTING
CARTRIDGES 8, 10, 12, 16, and 20 BORE
and NEWCASTLE CHILLED SHOT in
all Sizes, Nos. 10 to 55SG. AIR GUNS and
AMMUNITION in Variety.
WM. SCHMIDT & CO.
Hongkong, 28th November, 1905. [2349]

AUCTIONS

[BY ORDER OF THE MORTGAGEE].

PARTICULARS AND CONDITIONS
OF SALE
OF
VALUABLE LEASEHOLD PROPERTY,
Known as "THE METROPOLITAN HOTEL,"
to be sold by
PUBLIC AUCTION,
On THURSDAY,
the 11th day of January, 1906, at 3 p.m., at his
SALE ROOM, by Mr. GEO. P. LAMBERT,
Auctioneer.

BEING all that piece or parcel of ground
situate at Shaukiwan Road, Victoria,
Hongkong, containing an area of 297,900 square
feet and known and registered in the Land
Office as Lot No. 1705. The said
premises are held for the term of 999 years
granted by a Crown Lease dated the 1st day of
February, 1904, subject to the payment of the
Annual Crown Rent of \$475 and to the per-
formance of the Lessee's covenants in the said
Crown Lease reserved and contained.
For further particulars and conditions of sale
apply to

F. X. D'ALMADA E CASTRO,
Vendor's Solicitor,
or to
Mr. GEO. P. LAMBERT,
Auctioneer.
Hongkong, 30th December, 1905. [111]

[BY ORDER OF THE MORTGAGEE].

PUBLIC AUCTION.

MESSRS. HUGHES & HOUGH have
received instructions to sell by Public
Auction

On MONDAY,
the 15th day of January, 1906, at 3 p.m.,
at their Sales Rooms, the following
VALUABLE LEASEHOLD PROPERTY
situate at Victoria, in the Colony
of Hongkong, viz.:

ALL THAT piece or parcel of ground
situate at Victoria, aforesaid, and registered in
the Land Office as SECTION A OF MARINE
LOT No. 10A, containing by superficial mea-
surement 2,300 square feet and having a
frontage to Queen's Road Central of 30 feet
and 6 inches or thereabouts and a depth of 80
feet. On this Section stand the very valuable
house and premises known as No. 35 Queen's
Road Central. All the premises are held
for the residue of a term of 994 years granted
by a Crown Lease of MARINE LOT No. 10A
and which Lease is dated 16th April, 1859.
For further particulars and conditions of sale
apply to

JOHNSON, STOKES & MASTER,
Solicitors for the Mortgagee,
or to
Messrs. HUGHES & HOUGH,
Government Auctioneers.
Hongkong, 1st January, 1906. [123]

INTIMATIONS.

FOR LOAN ON MORTGAGE.

\$300,000 on GOOD
LEASEHOLD
PROPERTY in Hongkong to be approved by
the lender. Rate of Interest, present current
rate amongst Chinese. Particulars of property
and amounts required to be sent to—
"MORTGAGE,"
Care of "Daily Press" Office.
Hongkong, 3rd January, 1906. [134]

BEKANNTMACHUNG.

DIE antichien Vorkaufsteilungen des
Konsulats Peking-Hohow worden im
Jahr 1906 durch den "OSTASIATISCHEN
LOYD" und HONGKONG DAILY PRESS
erfolgt.

Peking, 19 December, 1905.

DER KÄSNERLICHE DEUTSCHE KONSUL, A.I.
H. VON VARCHMIN, 121
WEL-HAI-WEI SCHOOL.

EDUCATION for the Sons of Europeans
under qualified and experienced Masters.
MAGNIFICENT CLIMATE. NEW
SCHOOL HOUSE in an excellent position
by the sea. RECREATIONS—Cricket,
Football, Sea Bathing, Boating, etc.
School RE-OPENS February 6th.

HERBERT L. BEER, L.C.P.,
Head Master.
Hongkong, 15th December 1905. [2382]

MITSUBISHI GOSHI-KWAISHA
(MITSUBISHI CO.)
COAL DEPARTMENT

MARUNO-UCHI, TOKIO.

Cable Address, "IWASAKI,"
which applies to all Branch Offices and Hong-
kong and Shanghai Agencies.

A1. ABC 5th Edition, Western Union Codes
used.

All Letters Addressed—
MANAGER, MITSUBISHI CO., with name of
place under.

BRANCH OFFICES—
NAGASAKI, MOI, KOBE, KARATSU
AND HANKOW.

AGENCIES—
SHANGHAI: H. J. H. TRIPP,
HONGKONG: H. U. JEFFRIES,
MANILA: MACDONALD & CO.,
CHINKIANG: GRABING & CO.,
YOKOHAMA: M. ASADA.

CONTRACTORS OF COAL to the Imperial
Japanese Navy and Foreign Navies; the
Imperial Armies; the Imperial Railway,
Sanyo, Kinshu and the other Principal Rail-
ways; Industrial Works; Home and Foreign
Mail and Freight Steamers.

EXPORTERS OF COAL to Hongkong,
Shanghai, Hankow, Singapore, Manila, North
China, Korean ports and America.

SOLE PROPRIETORS of Takashima,
Goshu, Shinano, Nanzan and Kami-Yamada
Collieries and also Hogo Colliery, which will
shortly be ready to produce on a large scale the
best Buzen Coal.

Sole Agents for Kigio, Komatsu (Tagawa)
and Yashimochi Coal (Karatsu).
The Head and Branch Offices and the Agen-
cies of the Company will receive any order for
Coal produced from the above Collieries.
Coal sold in 1904 by the Company amounted to
1,530,000 tons.

TAKASHIMA COAL.
New and additional shafts at the Takashima
Colliery have been completed and this well-
known best and most economical steam Coal in
the East is now produced in abundance and
can be supplied in any quantity.
Hongkong, 15th February, 1905. [103]

NOTICES OF FIRMS

NOTICE.

MR. CHATER PAUL CHATER was
admitted a Partner in our Firm on
the 1st inst.

VERNON & SMYTH,
Hongkong, 3rd January, 1906. [132]

NOTICE.

MR. ARTHUR KLEIN has this day been
authorized to sign our Firm per Pro-
curation.

LAUTS, WEGENER & Co.
Hongkong, 1st January, 1906. [118]

NOTICE.

MR. WALTER BAUR has been
authorized to sign our Firm per Pro-
curation.

REUTER BROCKELMANN & Co.
Hongkong, 1st January, 1906. [119]

NOTICE.

WE beg to give Notice that we will
RESUME BUSINESS at No. 29 &
31, DES VŒUX ROAD CENTRAL on the
10th January.

CHONG LEE & Co.
Furniture Dealers.
Hongkong, 1st January, 1906. [127]

NOTICE.

MR. WILLIAM BARKER is no longer
employed by our Firm and is not
authorized to sell Electric Goods for us or
represent us in any way.

Hongkong, 27th December, 1905.
E. C. WILKS & CO.

AS and from the 1st JANUARY, 1906, the
business of E. C. WILKS & CO. will
be carried on under the style and title of
"WILKS & JACK" in lieu of E. C. WILKS
& CO. EDWARD CHARLES WILKS
and WILLIAM CHARLES JACK being
the SOLE PARTNERS of the Firm and only
representatives of the GENERAL ELEC-
TRIC CO., in Hongkong and South China.

EDWARD CHARLES WILKS,
WILLIAM CHARLES JACK.
Hongkong, 27th December, 1905. [1232]

THE EQUIVABLE LIFE ASSURANCE
SOCIETY OF THE UNITED STATES.

I HAVE this day APPOINTED Messrs.
SHEWAN, TOMES & CO. GENERAL
MANAGERS for Hongkong for the above
Society, in the place of Mr. F. K. KIBNE, whose
engagement has been terminated.

J. T. HAMILTON,
General Manager for the East.
Hongkong, 15th November, 1905. [92]

OCEAN ACCIDENT AND GUARANTEE
CORPORATION, LTD.

HEAD OFFICE: MOORGATE STREET, LONDON.

I HAVE this day APPOINTED Messrs.
SHEWAN, TOMES & CO. AGENTS
for the above Corporation, in place of Mr. F.
KIBNE, whose engagement has been termi-
nated.

J. T. HAMILTON,
Manager for the East.
Hongkong, 15th November, 1905. [93]

REMOVAL.

WE have this day REMOVED our
office to KING'S BUILDINGS
(3rd Floor, West Side).

MACDONALD & Co.
Hongkong, 1st January, 1906. [121]

NOTICE OF REMOVAL.

THE Office of Mr. A. B. MARTY has this
day been REMOVED to No. 14, DES
VŒUX ROAD, opposite Messrs W. POWELL
& Co.'s premises; entrance from side-lane.

Hongkong, 1st January, 1906. [122]

UNION INSURANCE SOCIETY OF
CANTON, LIMITED.

NOTICE IS HEREBY GIVEN that an
EXTRAORDINARY GENERAL
MEETING of the UNION INSURANCE
SOCIETY OF CANTON, LIMITED, will be
held at the Registered Office of the Society
No. 1, QUEEN'S BUILDINGS, Victoria, in the
Colony of Hongkong, THIS DAY
(THURSDAY), the 4th day of JANUARY, 1906,
at 11.30 o'clock, in the FORENOON, when
the subjoined resolution which was passed
at the Extraordinary General Meeting of the
Company held on the 26th December, 1905, will
be submitted for confirmation as a special resolu-
tion.

That the Capital of the Society be
increased to \$3,100,000 by the creation of
2,400 additional ordinary shares of \$250
each (whereof \$100 shall be credited as
paid up) ranking for dividend and in all
other respects pari passu with the existing
ordinary shares of the Society; and that
the said additional shares, so far as shall
be necessary for the purpose, be issued to
those shareholders of the CHINA
TRADERS INSURANCE COMPANY, LTD.,
who have accepted or shall accept the
Society's offer made to them on the 25th
August, 1905, such issue being in accord-
ance with the terms of a contract or
memorandum in writing made or to be
made pursuant to the said offer and to be
filed with the Registrar of Companies;
and that the balance, if any, of the said
additional shares be disposed of by the
Board in such manner as it shall think
most beneficial to the Society.

Dated the 4th day of January, 1906.
By Order of the Board,
W. J. SAUNDERS,
Secretary.

THE
DIRECTOR AND CHRONICLE

FOR 1905

Complete Edition ... \$10.00
Small ... 6.00

Obtainable at the Hongkong Daily Press Office
and from the Local Booksellers

FOR EUROPE & AMERICA,
INDIA, AUSTRALIA, &c.,
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PRIVATE RESIDENCES AT THE OUTPOSTS.
A Comprehensive and Complete Record
of the
NEWS OF THE FAR EAST
is given in the
HONGKONG WEEKLY PRESS,
with which is incorporated
"THE CHINA OVERLAND TRADE REPORT."
Subscription, paid in advance, \$12 per annum
Postage to any part of the World 32

TO LET

TO LET.

SPACIOUS GODOWN. Central position.

Apply to—
X. X. X.,
Care of "Daily Press" Office.
Hongkong, 2nd December, 1905. [103]

TO LET.

POSSESSION from 1st February, 1906,
No. 6, MOSQUE JUNCTION, a Four-
Roomed House known as DORABJEE'S
GARDENS; commanding a Fine View of the
whole Harbour.

Apply by letter to—"E. M. B."
Care of "Daily Press" Office.
Hongkong, 1st January, 1906. [123]

TO LET.

HOUSES IN AUSTIN AVENUE, Kow-
loon. Moderate rentals.

Apply to—
HUMPHREYS ESTATE &
FINANCE CO., LD.
Hongkong, 12th October, 1905. [89]

TO LET.

ONE ROOM suitable for Office and One
Strong Room, lately occupied by the
Taiwan Bank, Rent Moderate.

Apply to—KANG LEE & CO.,
4, Queen's Road Central.
(Opposite Connaught Hotel).
Hongkong, 13th December, 1905. [2309]

TO LET.

SEVEN EURO

SHIPPING.

ARRIVALS.
ARRIVATION ARIAR, British str., 2,331, E. Fey,
3rd Jan., Calcutta, Penang and Singa-
pore 27th Dec., General—David Sassoon
& Co.
CHUNSIANG, British str., 1,418, R. Cox, 3rd
Jan., Wuhu and Chinkiang 31st Dec.,
Rice, Jading, Matheson & Co.
FRANKLIN, British str., 3,151, W. G. Brown,
3rd Jan., From Port Kemble (N.S.W.),
Coal—Order.
HANSA, British str., 1,355, Wilds, 3rd
Jan., Shanghai via Swatow 30th Dec.,
General—Jading, Matheson & Co.
INDRANAY, British str., 3,370, R. P. Craven,
3rd Jan., Singapore 26th Dec., Case Oil
and General—Jading, Matheson & Co.
KAMPOI, French str., 412, Le Bail, 3rd Jan.,
Kwangchow 1st Jan., General—
Chinsee.
KWANGSI, Chinese steamer, 3rd January, from
Canton.
OCTERFORD, British str., 1,840, J. J. Farnell,
3rd Jan., Mei 25th Dec., Coal, Mitsui
Bussan Kaisha.
PATRICKSON, British str., 3,574, E. G. Dickens,
Liverpool via Singapore 25th November.
General—Butterfield & Swire.
REIGATE, British str., 2,501, F. L. Ross, 2nd
January, Newcastle, N.S.W., 6th Dec.,
Coal—Mitsui Bussan Kaisha.
ROOM, German str., 466, G. Meyers, 3rd Jan.,
Bremen and Singapore 25th Dec., Mails
and General—Melders & Co.
SHANTUNG, British str., 1,400, Robinson, 2nd
Jan., Java 25th Dec., Sugar—Butterfield
& Swire.
YUKENSA, British str., 1,128, R. H. Hoff, 3rd
Jan., Amoy 2nd Jan., N.I.—Jading,
Matheson & Co.

CLEARANCE.

AT THE HARBOR MASTER'S OFFICE.
3rd January.
Chabli, British str., for Nagasaki.
Cranley, British str., for Chinkiang.
Hansing, British str., for Canton.
Hale, German str., for Haiphong.
Hongkong, French str., for Hongkong.

DEPARTURES.

3rd January.
CHUNSIANG, British str., for Canton.
COULSDON, British str., for Singapore.
FRITHOF, Norwegian str., for Tamsui.
HUE, French str., for Kwangchow.
JACOB DIERCKX, German str., for Haiphong.
KATANGA, British str., for Newcastle.
KAWAN, German str., for Swatow.
OSWANG, British str., for Singapore.
PUSCHAN, German str., for Ocean Island.
P. R. LUTHER, German str., for Europe.
PYRRIUS, British str., for Nagasaki.

SHIPPING REPORTS.

The British str. *Patricson* reports: Moderate to fresh N.E. monsoon and cloudy weather.
The British str. *Offspring* reports: Strong N.W. gale and heavy sea with dull overcast weather.
The British str. *Yukensan* reports: Experienced fresh to moderate N.E. monsoon, clear cloudy weather.
The British str. *Franklin* reports: Strong monsoon, heavy squalls and showers, overcast and heavy sea.
The British str. *Hansa* reports: Strong N.E. monsoon and high sea to Swatow; thence light northerly winds and overcast.
The British str. *Indranay* reports: Moderate monsoon to Paracels Reef; strong N. gale and high sea to 20 miles south of Gap Rock.
The British str. *Reigate* reports: Moderate to light winds after leaving Australia and continued until north end of Philippines, after strong N.E. monsoon to port.

VESSELS PASSED ANKER.

Dec. 11, New str. *Providence*, Cornelissen,
Dec. 12, from Singapore for Christmas Island.
Dec. 15, British str. *Race*, Coran, Dec. 15,
from Batavia for Tientsin.
Dec. 15, Dutch str. *Morou*, Haasdonk, Nov. 5,
from Amsterdam for Batavia.
Dec. 16, Dutch str. *Dijon*, Gouyoud, Dec.
16, from Rotterdam for Rotterdam.
Dec. 17, Dutch str. *Sindia*, Guthrie, Nov. 11,
from Rotterdam for Batavia.
Dec. 18, Dutch str. *Lein*, Huisman, Nov. 2,
from Amsterdam for Batavia.
Dec. 18, New str. *hje Morou*, Rasmussen, from
Table Bay for Amoy.
Dec. 21, New str. *Providence*, Cornelissen
Dec. 19, from Christmas Island for Singapore.

VESSELS IN DOCK.

2nd January.
ARRIVALS DOCK.—*Empress of China*, *Kail-
fong*, *C. Hamilton*, *Kuulin*, *Yehking*.
COSMOPOLITAN DOCK.—

VESSELS ON THE BERTH

THE AMERICAN & ORIENTAL LINE
FOR NEW YORK AND BOSTON.
With liberty to call at the Malabar Coast.

THE Steamship

"COULSDON."
Captain Henry, will be despatched for the
above ports on or about the 2nd January.
For Freight, apply to
ARNHOLD, KARRBERG & CO.,
Agents.
Hongkong, 8th December, 1905. 97

NORDDEUTSCHER LLOYD, BREMEN
NOTICE.
STEAM FOR
ZAMBOANGA, JOLO (SULU ISLAND),
SANDAKAN AND KUDAT.
Taking Cargo at Through Rates to
TAWAO, LAHAD DATU, LABUAN,
MEXADO, SIMPORA, USKAN
AND JESSELTON.

THE Company's Steamship
"BORNEO."
Captain F. Smith will be ready to load
TO-DAY, 4th January.
For Freight or Passage, apply to
NORDDEUTSCHER LLOYD,
MELCHERS & CO.,
Agents.
Hongkong, 29th December, 1905. 99

FOR SAN FRANCISCO.

THE Steamship
"DAKOTAH."
Captain Ross, will be despatched for the above
port on or about TUESDAY, 16th January.
For Freight and further particulars apply to
SHEWAN, TOMES & CO.,
Agents.
Hongkong, 21st November, 1905. 96

FOR SAN FRANCISCO.

THE Steamship
"DAKOTAH."
Captain Ross, will be despatched for the above
port on or about TUESDAY, 16th January.
For Freight and further particulars apply to
SHEWAN, TOMES & CO.,
Agents.
Hongkong, 21st November, 1905. 96

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked K. nearest Hongkong H. midway between Hongkong and Kowloon M. and those vessels berthed at the Kowloon Wharf K.W. together with the number denoting the section.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	DEPART	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP VIA SINGAPORE, &c.	PALEA	Brit. str.	—	G. W. Coelman, U.N.R.	P. & O. S. N. Co.	About 7th inst.
LONDON, &c. VIA USUAL PORTS OF CALL.	DELTA	Brit. str.	—	C. L. Daniel	P. & O. S. N. Co.	On 13th inst., at Noon.
AMSTERDAM, LONDON & ANTWERP	DOMENEGUS	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 16th inst.
AMSTERDAM, LONDON & ANTWERP	STENTON	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 30th inst.
AMSTERDAM, LONDON & ANTWERP	SAINT BERN	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 13th Feb.
AMSTERDAM, LONDON & ANTWERP	ANENOR	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 27th Feb.
MARSEILLES, &c. VIA PORTS OF CALL.	ERNEST SIMONS	Front. str.	—	Bourdon	MESSAGERIES MARITIMES	On 9th inst., at 1 p.m.
MARSEILLES, LONDON & ANTWERP	GLENTURIE	Front. str.	—	R. Webster	McGREGOR BROS. & COV.	About 16th inst.
MARSEILLES, HAVRE, ANTWERP (DIRECT)	KOUANG-SI	Front. str.	—	Barillon	MESSAGERIES MARITIMES	About 6th Feb.
BREMEN, VIA PORTS OF CALL	GRINSENAU	Ger. str.	—	Holte	MELCHERS & CO.	On 17th inst., at Noon.
HAVRE & HAMBURG VIA STRAITS, &c.	AMERICA	Ger. str.	k.w.	Wunnenberg	HAMBURG-AMERIKA LINE	On 17th inst.
HAVRE & HAMBURG VIA STRAITS, &c.	BRISGAVIA	Ger. str.	k.w.	Russ	HAMBURG-AMERIKA LINE	On 24th inst.
HAVRE & HAMBURG VIA STRAITS, &c.	IBENAVIA	Ger. str.	k.w.	Förck	HAMBURG-AMERIKA LINE	On 10th Feb.
HAVRE & HAMBURG VIA STRAITS, &c.	SERBIA	Ger. str.	k.w.	Porcelles	HAMBURG-AMERIKA LINE	On 21st Feb.
HAVRE & HAMBURG VIA STRAITS, &c.	ANDALUSIA	Ger. str.	k.w.	Ehlers	HAMBURG-AMERIKA LINE	On 12th Mar.
GENOA, MARSEILLES & LIVERPOOL	PAKING	Brit. str.	1 m.	Filler	HAMBURG-AMERIKA LINE	About 12th inst.
GENOA, MARSEILLES & LIVERPOOL	PATROCLOS	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 20th inst.
NEW YORK VIA PORTS & SUEZ CANAL	COULSDON	Brit. str.	—	Henry	ARNHOLD, KARRBERG & CO.	About 2nd inst.
NEW YORK VIA PORTS & SUEZ CANAL	ATHOLL	Brit. str.	—	—	DODWELL & CO., LD.	About 12th inst.
NEW YORK VIA PORTS & SUEZ CANAL	HUDSON	Brit. str.	—	J. Burnett	STANDARD OIL CO.	About 15th inst.
VANCOUVER, VIA SHANGHAI JAPAN, &c.	EMPEROR OF CHINA	Brit. str.	2 m.	—	CANADIAN PACIFIC R. CO.	On 19th inst.
VANCOUVER, VIA SHANGHAI JAPAN, &c.	ATHENIAN	Am. str.	1 m.	E. V. Roberts	CANADIAN PACIFIC R. CO.	On 24th inst.
VICTORIA (B.C.) & TACOMA VIA JAPAN	SHAWMUE	Am. str.	—	—	P. & O. S. N. Co. Limited	On 23rd inst.
VICTORIA (B.C.) SEATTLE, &c. VIA JAPAN	NINGCHOW	Am. str.	—	—	BUTTERFIELD & SWIRE	On 24th inst.
SEATTLE VIA SHANGHAI & JAPAN	DAKOTAH	Am. str.	—	E. Francis	NIPPON YUSEN KAISHA	On 27th inst.
PORTLAND, OREGON VIA SHANGHAI, &c.	NUMANTIA	Ger. str.	—	Feldtmann	PORTLAND & ASIATIC S.S. CO.	On 7th inst., at Noon.
SAN FRANCISCO	DAKOTAH	Brit. str.	—	Ross	SHEWAN, TOMES & CO.	About 10th inst.
AUSTRALIAN PORTS VIA SIMPSONHAFEN	PRINZ WALDEMAR	Brit. str.	—	Woltemas	MELCHERS & CO.	On 9th inst., at Noon.
AUSTRALIAN PORTS VIA MANILA	CHINGTSE	Brit. str.	1 m.	Helm	BUTTERFIELD & SWIRE	On 14th inst.
AUSTRALIAN PORTS VIA TIMOR	EMPIRE	Brit. str.	—	—	GIBB, LIVINGSTON & CO.	On 24th inst., at Noon.
YOKOHAMA, VIA SHANGHAI, MOI & KOBE	SUMATRA	Brit. str.	—	E. W. Bruce	P. & O. S. N. Co.	About 7th inst.
YOKOHAMA & KOBE	TAIYUAN	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 10th inst.
KOBE	KOWLOON	Ger. str.	—	H. Stahr	BUTTERFIELD & SWIRE	On 9th inst., at 4 p.m.
CHERFOO	SHANG	Ger. str.	—	—	BUTTERFIELD & SWIRE	To-morrow.
SHANGHAI, TIENTSIN, N'AKI, KOBE & YAMAGUCHI	SHANG	Ger. str.	—	—	BUTTERFIELD & SWIRE	To-day, at Noon.
SHANGHAI	HINSA	Brit. str.	—	—	JARDINE, MATHESON & CO.	To-day, at 3 p.m.
SHANGHAI	CHANGCHOW	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	To-morrow.
SHANGHAI	HANYANG	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	To-morrow.
SHANGHAI, YOKOHAMA & KOBE	RHINANIA	Ger. str.	k.w.	Forck	HAMBURG-AMERIKA LINE	To-morrow, at Noon.
SHANGHAI	CHOYANG	Brit. str.	—	—	JARDINE, MATHESON & CO.	On 8th inst., at 3 p.m.
SHANGHAI	LONGMOON	Ger. str.	—	—	SHEWAN & CO.	On 9th inst., at 4 p.m.
SHANGHAI, KOBE & YOKOHAMA	CATERDOLIN	Front. str.	—	—	MESSAGERIES MARITIMES	On 11th inst., at 10 a.m.
SHANGHAI VIA SWATOW, AMOY & FOCHOW	TRIUMPH	Ger. str.	1 m.	—	OSAKA SHOSSEN KAISHA	About 13th inst.
SHANGHAI	ARCADIA	Brit. str.	—	—	P. & O. S. N. Co., E.N.R.	On 25th inst., at 10 a.m.
SHANGHAI VIA SWATOW, AMOY & FOCHOW	ANGING MARU	Jap. str.	1 m.	N. Kobayashi	OSAKA SHOSSEN KAISHA	On 7th inst., at 10 a.m.
TAMUUI VIA SWATOW & AMOY	DAKOTAH	Jap. str.	—	H. Ohta	OSAKA SHOSSEN KAISHA	On 14th inst., at 10 a.m.
TAMUUI VIA SWATOW & AMOY	DAKOTAH	Jap. str.	—	H. A. Haraldsen	OSAKA SHOSSEN KAISHA	About 15th inst., at 10 a.m.
AMING VIA SWATOW & AMOY	PRITTOF	Ger. str.	—	A. J. Robson	DOUGLAS LARRAIK & CO.	To-morrow, at 11 a.m.
SWATOW	HAIMUN	Brit. str.	2 h.	A. E. Hodgins	DOUGLAS LARRAIK & CO.	On 6th inst., at 3 p.m.
SWATOW, AMOY & FOCHOW	HITCHING	Brit. str.	2 h.	—	JARDINE, MATHESON & CO.	On 8th inst., at Noon.
MANILA	YUENSANG	Brit. str.	—	—	SHEWAN, TOMES & CO.	On 9th inst.
MANILA	RUBI	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 13th inst., at Noon.
MANILA	TAMING	Brit. str.	—	—	SHEWAN, TOMES & CO.	On 13th inst., at Noon.
MANILA	ZAFIRO	Brit. str.	—	—	MELCHERS & CO.	Quick despatch.
ZAMBOANGA, JOLO, BANDANAN, &c.	BORNEO	Ger. str.	—	—	JARDINE, MATHESON & CO.	On 6th inst., at 3 p.m.
SINGAPORE, PENANG & CALCUTTA	NAMANG	Brit. str.	—	—	SHEWAN, TOMES & CO.	On 10th inst., at 3 p.m.
SINGAPORE, PENANG & CALCUTTA	ANAKOTOF AECAR	Brit. str.	—	—	DAVID SASSOON & CO., LD.	On 12th inst., at Noon.
BOMBAY VIA SINGAPORE & PENANG	ISCHIA	Ital. str.	—	—	CARLOWITZ & CO.	About 12th inst.
BATAVIA, CHERIBON, SAMARANG, &c.	TOIMARI	Dut. str.	—	—	JAVA-CHINA-JAPAN LINE	About 12th inst.

CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

LUXURY—SPEED—PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF 12 DAYS ACROSS THE PACIFIC IS THE "EMPERESS LINE." Saving 3 to 7 days' Ocean Travel. 12 DAYS YOKOHAMA TO VANCOUVER. 21 DAYS HONGKONG TO VANCOUVER.

PROPOSED SAILINGS. (Subject to Alteration)	LEAVE HONGKONG	ARRIVE VANCOUVER
R.M.S. "EMPERESS OF CHINA" 6,600 tons	WEDNESDAY, 10th Jan. 31st Jan.	17th Feb.
"ATHENIAN" 3,882	WEDNESDAY, 24th Jan.	17th Feb.
"EMPERESS OF INDIA" 6,600	WEDNESDAY, 7th Feb.	25th Feb.
"TAKIAT" 4,425	WEDNESDAY, 21st Feb.	17th Mar.
"EMPERESS OF JAPAN" 6,600	WEDNESDAY, 7th Mar.	25th Mar.

THE Quickest route to CANADA, UNITED STATES AND EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, VICTORIA, connecting at VANCOUVER with the Company's PALATIAL OVERLAND TRAINS, DAILY from the PACIFIC to the ATLANTIC WITHOUT CHANGE.

Hongkong to London, 1st Class, via St. Lawrence £60; via New York £62. Intermediate class £40; 1st Class £42.

R.M.S. "TARTAR" and "ATHENIAN" carry "Intermediate" passengers only at Intermediate rates, affording superior accommodation for that class. Passengers booked through to all principal points and AROUND THE WORLD. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of Chinese or Japanese Governments. For further information, Maps, Routes, Handbooks, Rates of Passage and Freight, apply to D. E. BROWN, General Agent, Corner Pedder Street and Praya, opposite Blake Pier.

GREAT NORTHERN STEAMSHIP COMPANY

FOR SEATTLE, VIA SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA (PASSING THROUGH THE INLAND SEA OF JAPAN).

THE MAGNIFICENT NEW TWIN-SCREW STEAMERS,

"MINNESOTA" AND "DAKOTA" (EACH TONS 20,718 GROSS REG.)

Will be despatched from HONGKONG as follows:

"DAKOTA," Captain E. FRANKIE, On SATURDAY, 27th JANUARY, 1906.
"MINNESOTA," Captain J. H. RINDER, About FRIDAY, 16th MARCH, 1906.

Conveying Cargo to the Pacific Coast, United States, and Canadian Overland Common Points also Passengers to the United States, Europe, &c. These Steamers are luxuriously fitted with spacious SLEEPERS and STATEROOMS; equipped with CIRCULATING LIBRARY, MUSIC, SMOKING ROOMS, BARBER SHOP, NURSERY, STEAM LAUNDRY, &c. Special provision is made for the safe transit of SILK, TREASURE, and Valuable Cargo; and PARCELS carried at low rates to all points of U.S.A. in connection with the Great Northern and Northern Pacific Express Companies.

Trans-Pacific Cabin Passengers by this line can, if desired, TRAVEL BY RAIL between the ports of Nagasaki, Kobe and Yokohama WITHOUT EXTRA CHARGE. Also FIRST-CLASS RETURN TICKETS to Shanghai and Japan Ports are available for return by the steamers of the REGULAR MAIL LINES.

For Freight or Passage, apply to

NIPPON YUSEN KAISHA,

AGENTS.

Hongkong, 20th December, 1905. 20

INDO-CHINA STEAM NAVIGATION CO. LIMITED.

PROJECTED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION)

FOR	STEAMERS	DATE
SHANGHAI	"HINSANG"	Thursday, 4th Jan., 3 p.m.
MANILA	"YUENSANG"	Saturday, 6th Jan., 3 p.m.
SINGAPORE, PENANG & CALCUTTA	"NAMSANG"	Saturday, 6th Jan., 3 p.m.
SHANGHAI	"CHOYSANG"	Saturday, 6th Jan., 3 p.m.

These steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on Through Bills of Lading to Chefoo and Yangtze Ports. For Freight or Passage, apply to JARDINE, MATHESON & CO., GENERAL MANAGERS. Hongkong, 4th January, 1906. 18

HAMBURG-AMERIKA LINIE. OSTASIATISCHER DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS, NORTH AND SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.

DESTINATIONS.	SAILING DATES.
AMERICA, HAVRE AND HAMBURG	On 17th Jan. Freight.
Capt. Wunnenberg (Calling at Singapore, Penang and Colombo)	
BRISGAVIA (Calling at Singapore, Penang and Colombo)	On 24th Jan. Freight.
Capt. Russ (Calling at Singapore, Penang and Colombo)	
RIENANIA (Calling at Singapore, Penang and Colombo)	On 10th Feb. Freight & Passengers.
Capt. Forck (Calling at Singapore, Penang and Colombo)	
SPEZIA (Calling at Singapore, Penang and Colombo)	On 21st Feb. Freight.
Capt. Porcelles (Calling at Singapore, Penang and Colombo)	
SAMBIA (Calling at Singapore, Penang and Colombo)	On 12th Mar. Freight.
Capt. Ehlers (Calling at Singapore, Penang and Colombo)	
ANDALUSIA (Calling at Singapore and Colombo)	About 12th Jan. Freight.

* Special attention of intending Passengers is drawn to the splendid accommodation of this steamer. Saloon and cabins amply lighted throughout by electricity. Duly qualified doctor and stewards are carried.

For further particulars apply to

HAMBURG-AMERIKA LINIE

HONGKONG OFFICE, KING'S BUILDING.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, SHANGHAI, INLAND SEA OF JAPAN, MOI, KOBE AND YOKOHAMA FOR OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP	TONS.	CAPTAIN.	FOR	SAILING DATE.
"NUMANTIA"	4,370	Feldtmann	Manila	January 7th, 1906.
"AKABIA"	4,483	Metzentz	Manila	January 31st, 1906.

Through Bills of Lading issued to Pacific Coast Points and to Eastern, Canadian and United States Ports. For through rates and further information, communicate with or apply to

S. SILVERSTONE, ACTING GENERAL AGENT.

Hongkong, 27th December, 1905. 113

HONGKONG-MANILA.

High-class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon, midships. Electric Light Perfect Cuisine. SURGEON and STEWARDESS carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN.	FOR	SAILING DATE.
RUBI	2540	R. Almond	Manila	On 6th Jan., Noon.
ZAFIRO	2540	R. Rodger	Manila	On 13th Jan., Noon.

For Freight or Passage apply to

SHEWAN, TOMES & CO., GENERAL MANAGERS.

Hongkong, 1st January, 1906. 115

HONGKONG-NEW YORK. AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK VIA PORTS AND SUEZ CANAL.

(WITH LIBERTY TO CALL AT THE MALABAR COAST).

S.S. For freight and further information apply to SHEWAN TOMES & CO., GENERAL AGENTS

Hongkong, 11th December, 1905. 119

VESSELS ON THE BERTH

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD, BREMEN.

JAPAN—CHINA—AUSTRALIA LINE VIA NEW GUINEA.

STEAM FOR SIMPSONHAFEN, FRIEDRICH-WILHELMSHAFFEN, HERBERTSHOF, MATUPI, BRISBANE, SYDNEY AND MELBOURNE.

On TUESDAY, the 9th January, at Noon, the Steamship "PRINZ WALDEMAR," Captain Woltemas, with Mails, Passengers and Cargo, will leave this port as above. The Steamer has splendid accommodation and carries a Doctor and a Stewardess. Linen can be washed on board.

NORDDEUTSCHER LLOYD. For Further Particulars, apply to MELCHERS & CO., Agents.</

OCEAN STEAMSHIP COMPANY, LD. AND CHINA MUTUAL STEAM NAVIGATION CO., LD.

JOINT SERVICES.

PORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAPA
AND SUMATRA PORTS.

EUROPEAN SERVICE.

FROM	STEAMERS	TO	DATE
GLASGOW and LIVERPOOL	"SAINT BEDE"	On 4th January.	
GLASGOW and LIVERPOOL	"ANTENOR"	On 16th January.	
GLASGOW and LIVERPOOL	"GOFFACK"	On 23rd January.	
GLASGOW and LIVERPOOL	"NINGCHOW"	On 24th January.	
GLASGOW and LIVERPOOL	"ACHILLES"	On 30th January.	
GLASGOW and LIVERPOOL	"PELLEUS"	On 6th February.	
GLASGOW and LIVERPOOL	"ALCINOUS"	On 13th February.	

HOMEWARDS.

FOR	STEAMERS	TO	DATE
AMSTERDAM, LONDON and ANTWERP	"IDOMENEUS"	On 16th January.	
GENOA, MARSEILLES and LIVERPOOL	"PAKLING"	On 20th January.	
AMSTERDAM, LONDON and ANTWERP	"STENTOR"	On 30th January.	
AMSTERDAM, LONDON and ANTWERP	"SAINT BEDE"	On 13th February.	
GENOA, MARSEILLES and LIVERPOOL	"PATROCLOS"	On 20th February.	
AMSTERDAM, LONDON and ANTWERP	"ANTENOR"	On 27th February.	

* Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.

Operating in conjunction with

THE NORTHERN PACIFIC RAILWAY CO.

AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND
COMMON POINTS IN THE UNITED STATES OF AMERICA AND CANADA.
EASTWARD.

FOR	STEAMERS	TO	DATE
VICTORIA, SEATTLE, TACOMA, & PACIFIC COAST PORTS, VIA NAGASAKI, KOBE and YOKO- HAMA	"NINGCHOW"	On 24th January.	

WESTWARD.

FROM	STEAMERS	TO	DATE
TACOMA, SEATTLE, VICTORIA & PACIFIC COAST	"PINGSUN"	On 26th January.	

For Freight, apply to—

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 15th December, 1905.

CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO	DATE
SHANGHAI	"CHANGCHOW"	On 5th January.	
SHANGHAI	"HANYANG"	On 12th January.	
CHEFOO	"SHANSHI"	On 19th January.	
MANILA	"TAMING"	On 26th January.	
YOKOHAMA and KOBE	"TAIYUAN"	On 10th January.	

* "CHINGTU" On 16th January.

* The attention of Passengers is directed to the superior accommodation offered by these
steamers, which are fitted throughout with Electric Light. Unrivalled Table. A daily qualified
surgeon is carried.

* Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.
* Taking Cargo and Passengers at through rates for all New Zealand Ports and other
Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND
AUSTRALIAN PORTS.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 4th January, 1906.

NORTHERN PACIFIC LINE.

BOSTON S. S. CO. BOSTON TOWNSHIP CO.

CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA B.C. AND TACOMA VIA MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing Date.
SHAWMUT	9,000	E. V. Roberts	Tuesday, January 23rd

* Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND
CULINARY. ELECTRIC LIGHT, DOCTOR AND STEWARD.

The twin-screw s.s. "SHAWMUT" and "TREMONT" are fitted with very Superior
Accommodation for First and Second Class Passengers. The large size of these vessels ensures
steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried
in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information apply to—

DODWELL & CO., LIMITED,
GENERAL AGENTS.

QUEEN'S BUILDINGS,
Hongkong, 15th December, 1905.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO	DATE	REMARKS.
YOKOHAMA VIA SHANGHAI	SUMATRA	About 7th	January	Freight and Passage.
LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	PALMA	About 7th	January	Freight only.
LONDON &c. via USUAL PORTS	DELTA	Noon, 13th	January	See Special Advert.
SHANGHAI	ARCADIA	About 13th	January	Freight and Passage.

For further Particulars, apply to—

E. A. HEWETT,
Superintendent.

Hongkong, 1st January, 1906.

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD, BREMEN.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT
SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG,
PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; ALSO
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON,
AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS
AND CARGO.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES
IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS	WEDNESDAY	17th January
GNEISENAU	WEDNESDAY	31st January
ROON	WEDNESDAY	14th February
PREUSSEN	WEDNESDAY	28th February
ZIETEN	WEDNESDAY	14th March
PRINZESS ALICE	WEDNESDAY	28th March
DAYERN	WEDNESDAY	11th April
PRINZ REGENT LUITPOLD	WEDNESDAY	25th April
PRINZ BITTEL FRIEDRICH	WEDNESDAY	9th May
SACHSEN	WEDNESDAY	23rd May
PRINZ HEINRICH	WEDNESDAY	6th June
ROON	WEDNESDAY	20th June
PREUSSEN	WEDNESDAY	4th July
ZIETEN	WEDNESDAY	18th July
OLDENBURG	WEDNESDAY	1st August
DAYERN	WEDNESDAY	15th August
PRINZ REGENT LUITPOLD	WEDNESDAY	29th August
PRINZ BITTEL FRIEDRICH	WEDNESDAY	

ON WEDNESDAY, the 17th day of JANUARY, 1906, at Noon, the Steamer
"GNEISENAU," Captain Bolte, with MALES, PASSENGERS, SPECIE, and
CARGO, will leave this Port for SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT
SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; ALSO
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.
Shipping Orders will be received at the Agency Office until 5 P.M. on TUESDAY, the 16th January. Cargo and
Specie will be received at the Agency Office until Noon, on TUESDAY, the 16th January.
Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50,
and Parcels should not exceed Two Foot Cubic in Measurement.
The Steamer has splendid accommodation, and carries a Doctor and Stewardesses.
Lines can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO., AGENTS.

Hongkong, 4th January, 1906.

PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

HOMEWARD PASSENGER SEASON, 1906.

PROPOSED SAILINGS OF MAIL STEAMERS

FOR

MARSEILLES AND LONDON.

TAKING PASSENGERS ALSO FOR

COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO NEW YORK.

Steamers to COLOMBO	Leave HONGKONG	Connecting Steamers from COLOMBO to MARSEILLES & LONDON	Due at MARSEILLES (Brindisi) 2 days earlier	Due at PLYMOUTH (London) 1 day later
1888		1888		
New Saturday		Saturday		Friday
ARCADIA ... 7000	Feb. 10	BRITANNIA ... 7000	Mar. 10	Mar. 16
DELHI ... 8000	Feb. 24	MOLDAVIA ... 10000	Mar. 24	Mar. 29
DONGOLA ... 8000	Mar. 10	MONGOLIA ... 10000	April 7	April 13
DELTA ... 8000	Mar. 24	MOOLTAN ... 10000	April 21	April 27
OCEANA ... 7000	April 7	MARJORA ... 10000	May 5	May 11
		Sunday		Saturday
ARCADIA ... 7000	April 21	VICTORIA ... 7000	May 20	May 26
DEVANHA ... 7000	May 5	HIMALAYA ... 7000	June 3	June 9
DONGOLA ... 8000	May 19	INDIA ... 8000	June 17	June 23

Passengers change steamers at Colombo, and those for Brindisi transfer also to the Express
Mail Steamer at Port Said.

Accommodation in the connecting steamer from Colombo is arranged in Hongkong at time
of booking.

In addition to the above Mail Steamers the following—

INTERMEDIATE (non-transshipment) STEAMERS

WILL LEAVE FOR

LONDON.

CARRYING SALOON PASSENGERS AT REDUCED RATES.

STEAMERS	Leave	Leave	Due at
	HONGKONG	SINGAPORE	LONDON
	about	about	about
† JAPAN	Feb. 14	Feb. 23	Mar. 31
SUMATRA	Feb. 28	Mar. 9	Apr. 14
NURIA	Mar. 14	Mar. 23	Apr. 29
† JAVA	Mar. 28	Apr. 6	May 12
† FORMOSA	Apr. 11	Apr. 20	May 26

These Steamers call also at Singapore, Penang, Colombo, and at Malta or Marseilles.

† "JAPAN," "CYLON" and "FORMOSA" carry only First Saloon Passengers.

For Passage apply to

E. A. HEWETT,
Superintendent.

Hongkong, 1st December, 1905.

OSAKA SHOSHEN KAISHA.

REGULAR STEAMSHIP SERVICES BETWEEN
HONGKONG, SOUTH CHINA COAST PORTS
AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

FOR	STEAMERS	TO	DATE
TAMUI VIA SWATOW AND AMOY	"DAIGI MARU"	SUNDAY, 7th Jan.	
TAMUI VIA SWATOW AND AMOY	"DAIGI MARU"	SUNDAY, 14th Jan.	
SHANGHAI VIA SWATOW, AMOY and FOOCHOW	"ANPING MARU"	THURSDAY, 25th Jan., at 10 A.M.	
SHANGHAI VIA SWATOW, AMOY and FOOCHOW	"TRUMPH"	THURSDAY, 11th Jan., at 10 A.M.	
SHANGHAI VIA SWATOW, AMOY and FOOCHOW	"FRITHJOF"	About MONDAY, 15th Jan., at 10 A.M.	

* These Steamers have superior accommodation for First-class Passengers, and are fitted
throughout with electric light.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

For Freight, Passage, and further information, apply at the Company's local Branch Office
at No. 8, Des Voeux Road Central.

Hongkong, 4th January, 1906.

T. ARIMA, Manager.

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL.

(WITH LIBERTY TO CALL AT MALABAR COAST.)

PROPOSED SAILINGS FROM HONGKONG.

1905. About 12th Jan.

"ATHOLL" ... 23rd Jan. to follow.

For Freight and further information, apply to

DODWELL & CO., LD.,
Agents.

Hongkong, 3rd January, 1906.

2105-2135

Hongkong, 15th December, 1905.

JAPAN COALS. MITSUI BUSSAN KAISHA (MITSUI & CO.)

HEAD OFFICE:—1, SHYUGA-CHO, TOKYO.

LONDON BRANCH:—34, LIME STREET, E.C.

HONGKONG BRANCH:—PRINCE'S BUILDINGS, 109, HONG STREET.

OTHER BRANCHES

New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai,
Cebu, Yokohama, Kobe, Kure, Shimonoseki, Moji, Wakamatsu, Karatsu, Nagasaki,
Sasebo, Osaka, Kobe, Kure, Shimonoseki, Moji, Wakamatsu, Karatsu, Nagasaki,
Kuchino, Suo, Maizuru, Miike, Hakodate, Taipeh, &c.

Telegraphic Address: "MITSUI" (A.B.C. and A 1 Codes)

CONTRACTORS OF COAL to the Imperial Japanese Navy and Armada and the State
Railways; Imperial Railway Companies and Industrial Works; Home and Foreign Mail
and Freight Steamers.

SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamano and Ida Coal Mines; and
SOLE AGENTS for Hokoku, Honjo, Kanada, Fujiyama, Mamoda, Mannoura, Onoura Otsuji,
Sasahara, Tsubakura, Yoshinotani, Yoshio, Yuukibara, and other Coals.
S. MINAMI, Manager, Hongkong.

VESSELS ON THE BERTH

"GLEN" LINE OF STEAMERS.

FOR MARSEILLES, LONDON AND

ANTWERP.

THE Steamship

"GLENHURST"

Captain R. Webster, will be despatched as above

on or about TUESDAY, the 16th January.

For Freight or Passage, apply to

McGREGOR BROS. & GOW,

Agents.

Hongkong, 28th December, 1905.

COMPAGNIE DES MESSEGERIES

MARITIMES.

FORMARSEILLES HAVRE, ANTWERP

(DIRECT).

Taking Cargo to LONDON with prompt

transshipment at Marseilles.

Calling at MANILA, SINGAPORE, PENANG

AND COLOMBO.

THE Company's Steamship

"KOUANG-SI"

Captain Barillon, will be despatched as above

on or about the 6th February, 1906.

This Steamer has accommodation for Pass-

engers and carries a duly qualified Doctor.

For Freight, Passage and further particulars,

apply to

G. DE CHAMPEAUX,

Agent.

Queen's Building,

Hongkong, 27th December, 1905.

12990

MITSU BISHI DOCKYARD

AND ENGINE WORKS,

NAGASAKI.

CODE WORD: "DOCK"

A.I. A.B.C. and Engineering Code Used

NEW DOCK NOW OPEN.

DOCK No. 3.

Extreme Length... 722 feet.

Length on Blocks... 714 "

Width of Entrance on Top... 365 "

Width of Entrance on Bottom... 884 "

Water on Blocks at Spring Tide... 345 "

DOCK No. 1.

Extreme Length... 523 feet.

Length on Blocks... 513 "

Width of Entrance on Top... 88 "

Width of Entrance on Bottom... 77 "

Water on Blocks at Spring Tide... 261 "

DOCK No. 2.

Extreme Length... 371 feet.

Length on Blocks... 66 "

Width of Entrance on Top... 53 "

Width of Entrance on Bottom... 22 "

Water on Blocks at Spring Tide... 22 "

PATENT SLIP.

Suitable for vessels up to 1,000 tons gross.

THE WORKS are well equipped with

LATEST PLANTS and APPLI-

ANCES to undertake BUILDING or

